RAILROAD

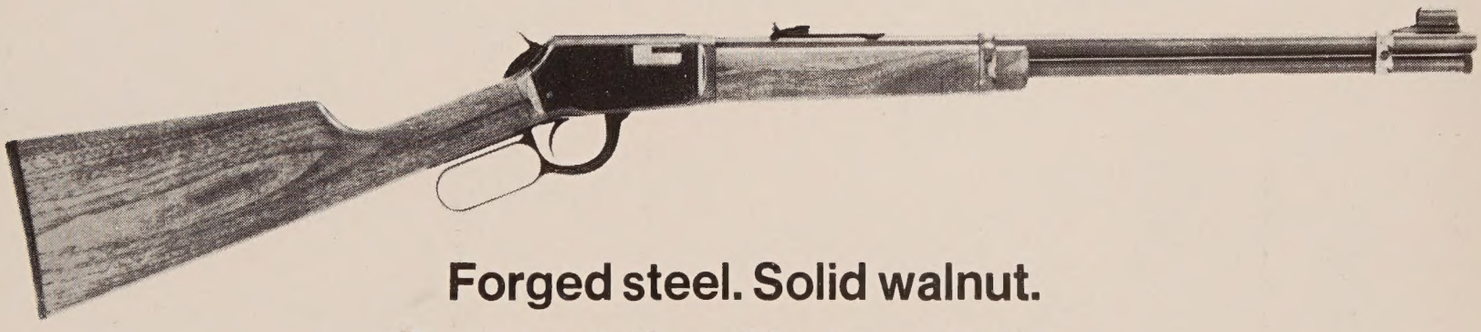
NOVEMBER 1975

MAGAZINE $1.00

NIGHT CHIEF DISPATCHER, by Peter Josserand

WORTH IT?

With most rim fire rifles selling for less money why are shooters standing in line to buy the Winchester Model 9422?



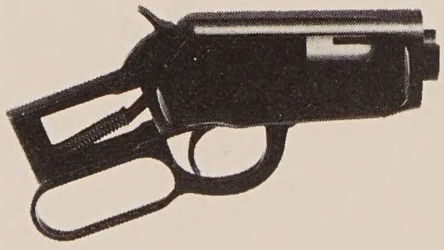
Forged steel. Solid walnut. Classic styling. Modern design. The big reasons the 9422 is "worth it".

It's true. There are many other rim fire rifles that cost less than the Model 9422. The reason they cost less money is that you get less gun. So if you have to pay a little more for a Winchester Model 9422 here's why we think you will find that it is "worth it".

Forged steel—not only in the barrel but also in the receiver, frame and finger lever. This means long life, great durability. (Compare this with other rim fire rifles that use cheaper alloy materials, such as zinc, in frame and receiver. This usually results in faster wear and a shorter life.)

Solid American Walnut—on the straight grip stock and carbine style forearm. (Compare this to so-called "Walnut finished hardwoods" that are actually nothing but cheaper grade birch, maple or cherry.)

Authentic, classic styling. The Model 9422 is styled after the legendary Winchester Model 94. (And who can better duplicate the true Western styling of this famous firearm than the company who first made it?)



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For more reasons why the Winchester Model 9422 is "worth it" see your Winchester dealer.

RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

Vol. 99, No. 1 November, 1975

ONE DOLLAR

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Terry L. Norton, 412 Proctor, Grayslake, Ill. 60030

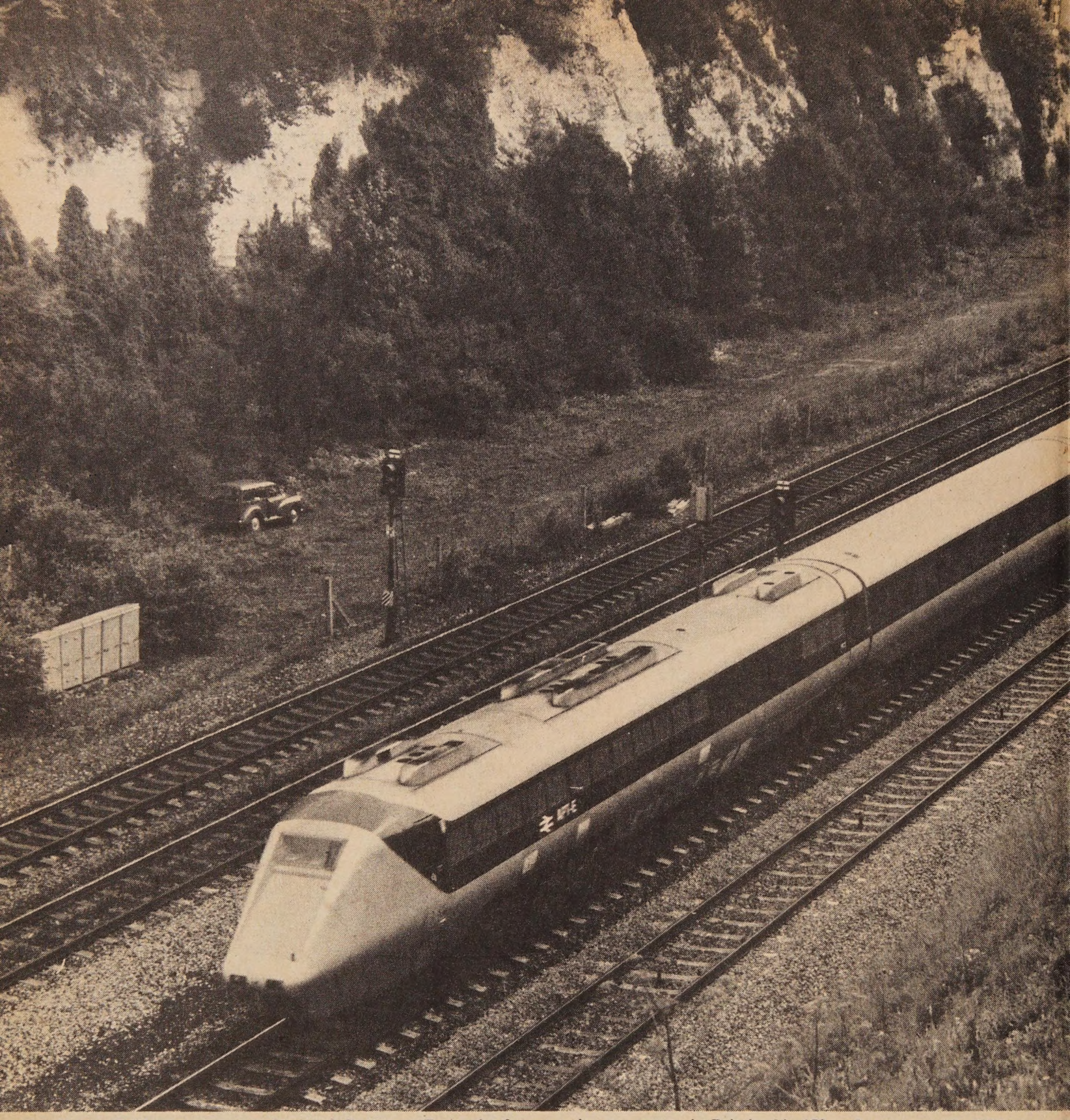
Amtrak 307, one of first French Turboliners delivered, at Bloomington, Ill., in 1974.

Unidentified railfan is about to shoot Penn Central/Septa train, this summer, as it rounds curve under bridge at Overbook Pa., depot.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19101

Crowds all along route greeted Espee 4449 as she pulled short train from Portland bound for Sacramento, across Sierra Mts. to Ogden, and then to *AFT* in Chicago.

Bill Robertson, 504 Mt. View Ave., Belmont, Calif.



British Rail's experimental *Advanced Passenger Train*, the fastest train ever to run in Britain, hit 152 mph on Aug. 10, 1975.

THE MAIL CAR

where editors and readers meet

COVER photograph by one of our *Interesting Railfans*, Dan Fink of 24 Seneca Avenue, Geneseo, N.Y. 14454, shows an autumn scene on the Cass Scenic Railroad at Cass, W. VA. This road operates four 3-truck Shays built by Lima between 1905 and 1926, plus the Heisler pictured at the right, and operates between May 24th and October 26th. It has a new $1,000,000 steam locomotive complex and displays steam locos and rolling stock, and other railroad memorabilia.

NICK MORANT, the CP Rail special photographer who made our October cover, writes: "If you look very closely at the lower right-hand area of my photo you'll see a cable stretched along with the foreground. I shoot this sort of thing with tandem cameras, released by remote control from inside the tunnel mouth. Anyone who risks staying inside a tunnel when a freight is passing through is an idiot. There's too much danger of getting hit by a chain or steel band hanging off a load. I nearly got

British Railways Board

stuck that way in Kicking Horse Canyon, and I never forgot it!

"Incidentally, one camera shoots the black and white, the other a color negative. The train is *not* stopped for the photo. Mountain in background is one of the spires of Mount Cathedral (not the real summit) and this is the upper portal of Lower Spiral Tunnel. Train is westbound. The area is Field, B.C., also the Big Hill."

Some readers say our October cover was the best we've ever had.

FOR YEARS we've been asking photo contributors to write or typewrite their names and addresses, with detailed caption material, on the back of all photos, or to paste a slip containing such information on the back. But relatively few do it. Usually they send us letters containing the facts. Because we have no secretary to organize our heavy pile of incoming mail, let alone answer it promptly, such letters often get separated from the pix. As a result, when we select some photos for publication, we don't have the necessary facts, so we discard those pix. Our "dead" file holds a great many photos that we would have published over the years if the data had been available. Our guess is that few contributors will read this item. Or if many do, they'll forget it quickly.

BRITISH RAIL's Advanced Passenger Train (APT-E) ended its current high speed test program on August 10th, with four more very fast runs over a 20-mile stretch of the Bristol-to-London mainline between Swindon and Reading. The final run was the fastest, with the 150-ton train maintaining 152 mph over a distance of about five miles.

Twelve very high-speed runs on three successive Sundays were part of the comprehensive test program which started in September 1973. Many miles of test track and mainline running have been accumulated in testing the systems and riding qualities of the train. Powered by ten 300-hp gas-turbine engines, the four-coach train contains the complex instrumentation and recording systems required to gather data needed by design teams working on three passenger-carrying electric prototypes being built for service in 1978. The latter will run at a maximum service speed of 125 mph, each carrying 614 passengers the 401 miles from London to Glasgow in four hours.

APT was created to improve passenger services on the existing railway. Although it has now shown its riding qualities at the 150 mph maximum design speed, the most significant feature of its performance has already been demonstrated; the ability to curve in complete safety at speeds up to 40 percent higher than conventional trains without the need to provide additional banking of the track. In terms of energy saving and shorter journey times, this is more significant than very high top speeds on straight track sections, minimizing as it does a lot of the power lost in braking and used in accelerating a conventional train when negotiating speed restricted curves.

Besides the superb riding qualities produced by the APT suspension, which will give passengers a journey as smooth and quiet at 125 mph as the best of present day trains traveling at 90 mph, the use of automatically tilted coach bodies, which lean inward to the curve by up to 9 degrees, will ensure that passengers are unaware of the higher curving speeds.

APT's specially developed braking system, the hydrokinetic brake, allows the train to be brought smoothly to rest from maximum speed well within the distances allowed for in the existing signalling systems. The electric APTs will generate no more environmental noise at 150 mph than present day trains malsing 90 mph, while the energy consumption will be 30 percent less than that of a conventional train running at the same speed.

Although APT-E at 152 mph is Britain's fastest train, British Rail's High-Speed Train still holds the world record for diesel traction with its 143-mph run in 1973. The corresponding record for steam still rests with the locomotive *Mallard,* 126 mph in 1938.

ERIE LACKAWANNA train 629, running between Hoboken and Dover N.J., has been named the *Tom Taber Express* in honor of one of New Jersey's foremost rail advocates, who died May 28th at age 75. Tom was a member of the Railway & Locomotive Historical Society and a longtime contributor to *Railroad Magazine.* He worked for decades on behalf of rail passengers and wrote a DL&W history.

At one time Tom was mayor of Madison, N.J. He helped to establish Morris County's public transportation board in 1961, as well as its forerunner, the Morris County Transportation Association. He headed the board until his death.

Tom was an outspoken critic of plans to curtail services on the nation's passenger lines and was a vocal advocate of mass transportation by rail, devoting much of his time to the developing it. He also founded a museum of rail memorabilia at the EL's Madison station, where he had a small office. The train now bearing his name is a 12-car, self-propelled electric.

Over the years, Tom was somewhat less than enchanted with diesel locomotives, preferring steam operation and the electric trains which have plied Morris County, N.J., for some 45 years.

I WAS STARTLED to read this statement in a Cleveland newspaper interview with so-called British rail expert Michael Satow: "He said the railways have been successful in England because they are publicly owned and heavily subsidized by the government." I was startled because the facts don't jibe with Satow's statement.

The truth is that the British Railways, like all nationalized railroads, are *not* successful. In 1948, the year the government took them over, 641,000 people were employed in the industry, compared to only 253,000 in 1973, a 61% reduction. Mileage of the British railways has been cut to 11,300 miles in 1973 against 20,000 miles in 1948, a 44% decrease.

The prestigious British publication, *The Economist,* on May 24 this year said, "British Rail is today an almost bottomless pit for public subsidy." Rail accounts for only 9% of passenger travel in Britain and 16% of freight traffic, and yet it will cost British taxpayers over 800 million pounds to run

their railways this year, or 42 pounds per taxpayer, three times what the average family spends on rail, the magazine said. The operating deficit on British Rail rose 150 million pounds last year and will rise another 150 million this year. In the light of these facts, it would hardly seem that "successful" is the proper word.—Howard Skidmore, Vice President, Chessie System, Terminal Tower, Cleveland, Ohio.

TO BILL SILVER, general locomotive foreman of CP Rail at Vancouver, B.C., happiness is a grease gun, reports *CP Rail News*. But not any old grease gun. It has to be a "speedy" brand hand grease gun for CPR steam locomotive side rods.

The once-common item in shops round the country is the only thing standing between Mr. Silver and an untarnished track record as a finder of obscure steam locomotive bits and pieces. He has built this record during the restoration of two former Canadian Pacific steam locomotives being reactivated by the B.C. Government.

"Right now, we're trying to figure out how two locomotives at opposite ends of the province are going to get the daily dose of grease with only one grease gun," he says.

Anyone who has worked on CPR steam locomotives knows the kind of gun he's searching for, the kind that would cut your finger off if you didn't use it right.

THE FREIGHT YARDS, an old poem by P. H. Beckerton which a reader sent in, is too long to reprint; but here is part of it:

In the long spring evening's twilight,
when the sun is sinking low
And the smoke from all the engines flashes
up, a rosy glow,
Then I come up to the bridgehead, watch
the lights and network rails,
Think of when I rode the freighters
—engines spouting steam like whales
DLW, Jersey Central, old Rock Island,
Pere Marquette,
Reading coal cars, down from Scranton,
piled with anthracite like jet.
N and W, the Great Northern, Lehigh
Valley, B and O,
Like a giant earthworm twisting, slowly
round the curve they flow.

Caravans of freight move eastward,
bearing eastern goods away—
To come back with hogs and cattle,
bales of sweet Kentucky hay.
Brakemen walk along the roof-tops,
lingering for a moment's chat:
There an engineer, while smoking, long
and eloquently spat.
L and N, DL and W, Erie, Reading, PRR,
Riding on their sliding roof-tops, that's
where joy and freedom are.

A GROUP of former Penn Central brass collars, accountants, and others have proposed to settle a five-year suit brought against them for wrongdoing in the collapse of the giant carrier for $12.6 million. Both sides will consider the proposed settlement at a court hearing on Nov. 3. Pressing the suit were trustees of the carrier and holders of stock and debentures.

If the proposal is accepted it would settle most of the class action and derivative lawsuits filed against the PC when it went into bankruptcy. Under the proposed terms, $4 million would be paid to common stock holders, another four million to the trustees, $2 million to debenture holders, $1.3 million to a carrier investment company and $1.3 million to a real estate subsidiary and its stockholders.

Named among 48 defendants who collectively must pay $6.4 million dollars are Stuart T. Saunders, former PC chairman; David C. Bevan, former PC top financial officer; Walter H. Annenberg, a former director and past U. S. Ambassador to Britain; John M. Seabrook, a former director, and Alfred E. Perlman, former vice president.

ONE WINTER night in 1916, when the temperature at the Denver & Rio Grande division office at Salida, Colo., where I was working, had dropped to about

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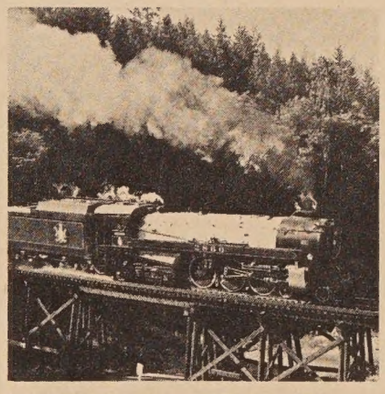

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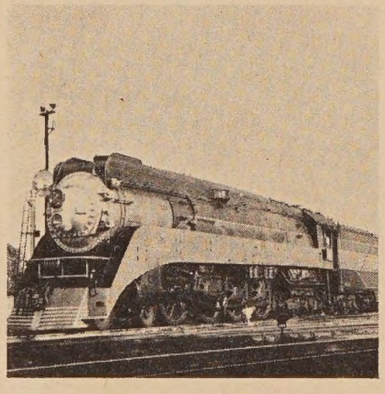

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40 below, a narrow-gage freight train pulled out of the yards en route to Gunnison, with three experienced hoggers, one on the head end, one in the middle, and the other at the rear, pushing the caboose. All three engines were Moguls. A light snow was falling, but when they reached Marshall Pass in the mountains a blizzard had set in, piling the white stuff high.

Two hours later, the conductor phoned me from Salida that they were stuck in snowdrifts for or five feet deep. When I told this to Superintendent Slattery, who already had troubles enough of his own, he exclaimed with irritation: "To hell with them! Let them get out of there as best they can."

The crew cut off the third engine, after the other two hoggers and the head brakeman had waded through the heavy snow on the car-tops to crowd into her little cab. All were glad to ride the Mogul in the blizzard back to Salida. At length, tired and hungry, they unloaded at the depot and went to their homes. After gormandizing on meat, potatoes, and steaming hot coffee, those men climbed into warm beds for a long sleep. About a week later, under a cold sunny sky, a fresh crew fought their way out to Marshall pass, rescued the stranded train from its sparkling snowy igloo.

Another branch runs from Glenwood Springs to Aspen. In 1916, when I was working at Glenwood Springs, the town had a hot-water swimming pool for summer vacationists. Aspen was then little more than a lumber camp. In recent years, however, it has become a winter ski resort for the wealthy, with fine modern hotels, cafes, and entertaining night spots. How things change!—Clyde H. McMillan, Veterans Center, Hot Springs, S.D.

The Personality Parade

WE USED to think the rail-riding champ was Rogers Whitaker, member of the R&LHS, staff writer on *The New Yorker,* and one of our *Interesting Railfans,* who has traveled about two million miles by rail. However, Oscar Palrud, age 55, of Cannon Falls, Minn., claims to have ridden about three million miles on passenger trains, including every name-train that runs in North and South America and Europe.

Oscar takes a major rail trip every year. His idea of heaven is boarding a train and telling an attendant to bring him liquid refreshments at three or four points down the line "while I relax and watch the world go by." His latest trip was 6,800 miles from Vienna through Czechoslovakia, Poland, Russia, Siberia and Japan. Every three days on that trip he left the train in a large city to take a bath and get his clothes cleaned. He operates a cafe at Webster, Minn., and owns a little old railroad depot, to which he recently added a caboose.

DR. B.A. BOTKIN, who died recently at age 74 in his home city of Croton-on-Hudson, N.Y., was the author or editor of many books, including *Treasury of Railroad Folklore,* 530 pages, published in 1953, and *Treasury of American Folklore.*

NATURALIST and author John Burroughs of Esopus, N.Y., returning from California in 1921, was riding a Pennsy train through Ohio when he died. His last words were, "How far are we from home?" Which reminds us of these lines by G.K. Chesterton:

At twilight and at evening
Home do men come
To an older place than Eden
And a taller town than Rome.

Does any reader know of other famous people who died aboard railroad trains?

JOSEPH E. NEAL, who went braking for the Southern Pacific in 1957, has been named superintendent of SP's agriculturally-rich San Joaquin Division, covering 1,770 miles of track (including branches, passing tracks, etc.) between Sacramento and Los Angeles County, Calif., which handles 40 to 50 trains a day. Does any reader know of a longer division? How many old-timers remember the days when division points on U.S. railroads were only about 100 miles apart?

BRUCE McNAUGHTON, 21, old enough to know better, drove his automobile over an Erie Lackawanna grade crossing at Depew, N.Y., when the gates were down. A train demolished his car and sent him to a hospital with head injuries. He was given a traffic ticket.

MILLIONTH visitor to the American Freedom Train was Mrs. Rebecca Robinson in Detroit on its 77th display day, July first. For this she was given a color TV set, an engraved Freedom Train medallion, and a pass to a baseball game between the Detroit Tigers and Milwaukee Brewers.

"BACK in 1931, when your magazine formed the *International Engine Picture Club,* antecendent of the present *Switch List,*" writes Scott McCormick of Princeton, Miss., "I began taking railroad photos, first with a 20 Brownie and then a 616 Brownie. The latter still produces good pictures. In 1934 you published an interesting and helpful article on railroad scrapbooks. Library paste didn't suit me for scrapbooks, but I get good results from wallpaper paste. You can mix it in water; it's easy to make."

RONALD EDWARDS, 44, who helped steal more than $7 million in the Great Train robbery in 1963, was ordered jailed for six months today for shoplifting $143 worth of goods. He said he would appeal the sentence and was released on bail. Edwards, a flower-vendor since he was paroled last April after serving nine years of a 14-years sentence, pleaded guilty to stealing four women's shirts, a pair of pliers, and two packets of staples worth $143 from a department store.

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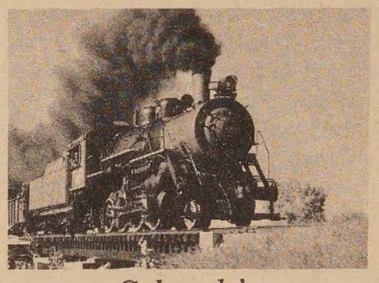

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CALLED home from Texas for a serious family emergency, E.S. of Warrenville Heights, Ohio, boarded a taxi at Cleveland Hopkins Airport one Sunday afternoon, rode for two miles, and then was delayed for 40 minutes while a freight train moved backward and forward, with the taxi meter running all the time. In answer to his protest, a railroad spokesman said that while the train is moving there is no limit on the time a crossing can be held up. As for the meter, the usual taxi company policy is for it to run as long as a passenger is in the cab.

"FROG" SMITH, author of "Picnic Trains" (Oct. '75 *railroad*) and other true tales in previous issues, has published a new book, *Crackers and Swamp Cabbage,* 107 pages, 8½x11", illustrated, containing railroad and other folklore. It may be had for $3.50 postpaid from the author, 99 E. Mariana Ave., North Fort Myers, Fla.,

JIM CRUMP of Ft. Collins, Colo., sent us this quaint news item from *The Carlisle* (Ky.) *Mercury* of June 21, 1906: "The cigarette fiend is being hit hard on all sides in the business world. The Chicago, Burlington & Quincy Railroad Co. has announced that it will no longer give employment to any employe found smoking cigarettes. They have ascertained to the best of their satisfaction that the cigarette fiend cannot—or does not—perform his duties in as satisfactory a manner as the other fellow."

AFTER their marriage on May 6, 1925, Mr. and Mrs. Percy Aldrich of Stillwater, N.Y., took a honeymoon trip on a Delaware & Hudson train from Mechanicville to Ticonderoga. Exactly 50 years later they repeated this trip by riding the *Adirondack* over the same route with their six children and some grandchildren. The D&H management, through train hostess Helen Carlton, presented the anniversary couple with a corsage boutinniere and champagne.

EVAN H. MORGAN, a Baltimore & Ohio engineer, was shot to death in 1971 with a 30-30-caliber rifle bullet fired by Carlton A. Smith, Jr., then 16, of Irwin, Pa. The bullet came through the cab window at Shaner, Pa., while Morgan was pulling a mainline train. That stretch of track had been used as a shooting range. Bullets riddled railroad signs and installations near a gun club, where Smith and several pals had gone hunting on the last day of the buck season. A recent court decision awarded the dead engineer's widow and three children $125,000 in damages, to be paid by the B&O and Smith. "Choo-Choo Charlie" of Bethlehem, Pa., sent us this news.

The Girl Was Scared

ANNA CUTTONE, a 17-year-old high school senior of Waltham, Mass., probably holds the world's record for making a fast connection between a plane flight and a train ride. Three minutes! Anna floated out of the sky by parachute and alighted on top of a 93-car freight train that was making about 30 miles an hour. It was her first drop from a plane. She missed her target, a white-circled drop zone, and landed instead on the train. That was last August 11th. Two days, three stitches, and several bruises later, Anna announced her decision to quit parachute jumping forever, reports Dick Symmes, who sent us a clipping from the *Boston Globe.*

She and seven Waltham friends had gone to Biddeford, Maine, to try parachuting. After paying $25 each and attending a five-hour ground school, they were taken aloft. It was shortly after 8 p.m. and the sky was still light when Anna jumped from the single-engine Cessna 180.

"It didn't bother me at all," she said. "I wasn't scared. Everything was really beautiful. You could see everything."

Well, not quite everything.

"The train didn't come into sight until I was about halfway down. It was coming along a track near the landing field. I was the lightest of all of those who jumped (108 pounds) and the wind carried me over the field. When I saw the train, I was scared."

Anna landed first on the ground about two yards from the side of the moving freight, but her chute got caught on the corner of one car. She was dragged along the ground for above five seconds and sustained cuts and bruises. Then her reserve chute popped open, saving her life.

"It filled with air and pulled me up in the air and I landed on top of a boxcar. The reserve chute was behind me with the air in it, but the train went under a highway bridge that deflated it."

Meanwhile, a passing motorist called the Boston & Maine communications headquarters in Billercia, Mass., which radioed the train to stop. After a three-mile train ride to Arundel, the train halted and two crew men helped her off the roof of the 63rd car.

"I'm quite lucky," she said, "and I learned a lesson."

Old Days of Steam Firing

ANYONE who, like myself, firing on the Canadian Pacific, has crouched on the steps of a speeding steam locomotive to hoop up a train order, in broad daylight or in the blackness of night, would have delighted in the modern radio-phone method of communication. Little did we realize 50 years ago as we read the orders handed up by an operator at some lonely station that one day the engineer would simply pick up a phone and get orders directly from the dispatcher.

Yes, it's a far cry from those exciting moments in the black void behind our engine's headlight when I'd try to gage where the hoop would be. It was always a relief to feel the hoop, which sometimes was made of a willow stick, slide onto my arm. One time, though, I missed the hoop and had to yell across the cab to the hogger so that he'd give a few blasts on the whistle to tell the tail-end crew to pick up *both* hoops.

That was one of my most dramatic events on a trip. It happened on an oilburner, where the fireman had little physical work. But I also enjoyed hooping up orders on hand-fired coalburners. Very few railroads use that method today. Maybe next thing at some future date will be a television screen in the cab showing the track ahead. Well, at least it's nice to know the rails will stay.

One hot summer day in 1927 I climbed down from the cab of a hand-fired, coal-burning Consolidation in the Canadian Pacific yard at Nelson, B.C. We had just completed a full-tonnage freight run from Grand Forks on the Kettle Valley line and both the hogger and I were glad to head for the roundhouse to book off. It had been an extra tough run, due to having a tender full of slack coal and an engine that didn't steam well.

Inside the shops, a couple of firemen were discussing reports that the CPR needed mainline firemen urgently for the oil-fired locos at Revelstoke. Joining them, I got interested in their discussion about oilburners. Recalling the hard work I'd put in, I thought of them as something like Heaven. The following day I obtained a transfer and a pass for Revelstoke. Soon I was riding the cushions on a passenger train to West Roxson, where I boarded the paddle-wheel steamer *Bennington* for the long cruise along the Arrow Lakes to Arrowhead. There I caught the passenger train up to Revelstoke and reported in at the time office in the roundhouse.

Two student trips on oilburners were required; then I was marked up on the spare board. My first run out of Revelstoke was an eastbound freight with a 5700 class Decapod (2-10-2), a monstrous size as compared with the Consolidations I'd been firing. My student trips had taught me how to handle the controls on an oilburner, and as we headed east I was full of self-confidence.

This was a fireman's dream, I thought. No backbreaking work with the scoop. Just relax on the fireman's seat and admire the superb mountain scenery. But I soon learned some oilburners could be tricky to fire, and this happened to be one of them. Steam pressure began to drop. Although I followed the hogger's suggestion to sand her out well, the steam indicator kept falling. At length he tried his hand at the oil controls, but even he couldn't get the pressure up to normal.

By continual sanding out, we managed to keep going until we could get a pusher engine to assist us for the rest of the run. I felt relieved to know it wasn't my inability as a fireman that kept our 5700 from steaming properly. It turned out that she needed a flue cleanout, the situation being so bad that even sanding couldn't help. However, my later trips on oilburners proved they weren't all tough steamers; and I soon

found that a fireman's life on the CPR mainline was enjoyable.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada V8W IN9.

READING in your August *Mail Car* about a fireman who dumped the fire when the engineer had told him to shake the grate recalls an experience I had in about 1920. (I am retired now, 77 years old.)

I was firing a 2-8-0 on the Algoma Central & Hudson Bay out of Sault Ste. Marie, Canada. In those days every engineer was permanently assigned to the same engine. We were lucky to get one just out of the back shop. The Mechanical Department had decided to experiment with a new type of grates. These worked very well, except that they got out of place easily and created a lot of trouble.

On our way north we used to stop for dinner at the Frater boarding-house, about 100 miles from the Soo. A hostler or engine watchman was stationed there and while we were eating he'd shake the fire, grease the engine, and so on. Our 2-8-0 was an excellent steamer, on the way up I never bothered shaking the fire, which made the fire very heavy by the time we reached Frater. I told this fellow about the grates, warning him to be very careful. But he was one of those know-it-alls and ignored me.

When we came out from our meal, he had a hell of a mess, grates out of place, some down in the ashpan. We had to dump the fire. Being as I was young and full of pep, I threw a few slabs in the firebox on the grates to walk on, crawled in the fire door, and, equipped with a little hook, soon had everything back in place. It sure was hot in that firebox.

The next trip the same thing happened. In fact, it happened four times. One day when we were pulling into Frater the engineer called me over and said: "If that big punk gets those grates out of place again, let him fix them himself. He is just careless and doesn't care. It may learn him a lesson when he has to crawl into that hot firebox."

Well, when we came out from our meal, we found the same situation, only he had dumped the fire, maybe to make it more convenient for me.

His face fell when I said: "I guess you'll have to fix the grates yourself today, as I am not feeling very good."

He threw some slabs in the firebox to walk on; but he waited so long trying to make up his mind about crawling in the fire door that the slabs caught fire and he had one hell of a time getting them out. They had to come out, as the smoke made it impossible to see anything in the cab; even with the blower on. Eventually he got the job done. By this time the dispatcher, the superintendent, damned near everyone were on the wire wanting an explanation on the delay. That was the last time the grates were out of place when we came back from lunch.—W. Wilford, Box 711, Wawa, Ont., Canada POS IKO.

A Love Triangle

ONE NIGHT long ago a Santa Fe freight train was heading east for La Junta, Colo., eastern terminal of the then New Orleans Division. The crew had started duty at Raton, N.M., their home town, 22.8 miles from Trinidad on the far side of Raton Pass. The mainline crossed the Colorado & Southern at Trinidad, which was then a C&S division point.

Midway between Trinidad and La Junta, the crew had orders to set out a car on a siding whose western end was occupied by the outfit cars of a track gang. The crew knew this. Rules provided that when one or more cars had to be set out under those conditions, such cars must be shoved easily to rest and not uncoupled until all movement had ceased. No car should be kicked by a "Dutch drop." However, this switching job caused a mild collision with the boarding cars in which the gandy dancers were sleeping. It badly shook up the sleepers, upset furniture, and broke dishes. The trackmen poured out of the car angrily, shouting and shaking their fists.

At the official investigation, all five crew men stuck to the same alibi: That the engine was moving slowly, pushing into the siding a string of cars, with the one car on the western end to be set out. The rear brakeman, a married man whom I will call Smith, was riding that car top and giving the engineer a leisurely back-up signal with his "hayburner," or oil lantern, there being no electric lanterns in those days.

At the instant when Smith intended to drop the lantern in a stop signal, according to the crew, a gust of wind blew out the flame. This happened so quickly that before anyone could prevent it, the cars collided. Under the circumstances, the superintendent at Las Vegas, N.M., for whom I worked as secretary, exonerated the crew. The case was closed and apparently forgotten.

A year went by. Meanwhile, the head brakeman, a bachelor whom I'll call Jones, left the Santa Fe with a clear record and went to work for the C&S out of Trinidad. Jones proved to be a sex-hungry man of dubious morals. While still braking for the Santa Fe out of Raton, he managed to learn in advance whenever Smith would be out of town. On such days, if Jones was not on a run himself, he'd drive over to Smith's house and play around with the latter's wife. Mrs. Smith was lonesome, bored with her husband, and welcomed the newcomer's attentions.

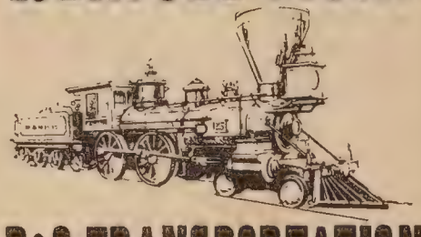
This went on for some time. At length Jones learned that the illicit lovers were making a sucker out of him and thirsted for revenge. He wrote a letter to my boss regarding the bygone accident, saying the truth had not been told at the investigation. He charged that the car being set out had not been slowed to rest but had been kicked in. According to Jones's story, Smith, who was riding the car top, thought he could tie down the car with hand brakes, but there wasn't enough time or distance to bring it to a stop before it made a hard coupling.

The four remaining members of the old crew were called onto the carpet again, were grilled separately and confronted with Jones's statement. One man broke down and admitted Jones was right; afterward the other three agreed with him. Because they had not only violated a rule but lied at the hearing, all four were fired. Nothing was done to Jones. He had resigned from the Santa Fe a year before with a good-conduct service letter. But I never learned what happened to the love triangle. Did Smith forgive his wife or get a divorce? Did the lady stay with her husband, or go away on her own, or wind up living with Jones? For me, those questions will always be a mystery.—Edward Mahoney, 5418 Ellswroth Ave., Dallas, Texas 75206.

Our Monthly Newscast

WILL the Michigan Central, a leased part of the Penn Central system, break away from PC and go it alone or be acquired by a solvent carrier? The trustees for MC have won permission from the reorganization court to consider such a "divorce." Michigan Central operates in Illinois, Indiana, and Ohio as well as Michigan. Much of its trackage is scheduled for inclusion in the Consolidated Rail Corporation

Gifts with a Railroad Motif



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Chessie System

(ConRail), which is being fashioned from among the bankrupt carries in the Northeast.

The U.S. Railway Assn., which drafted the Conrail plan, opposes a withdrawal by Michigan Central. A spokesman for USRA said the move probably is only one of several to be made by railroads seeking to get out from under the USRA valuation. The spokesman was quoted as saying he does not believe the Regional Rail Reorganization Act of 1973, which set the stage for development of the restructured system, permits a railroad to pull out of ConRail.

In filing his petition with the court overseeing reorganization of MC, trustee Douglas Campbell said he regards that road as "the most profitable portion of the Penn Central system."

MINNESOTA Short Lines Co. has bought another abandoned branch line, the 4.5-mile stretch of track near Hollandale, Minn. The firm, set up by a group of farmers two years ago, acquired the branch from the Milwaukee Road. It is to be restored for service in the fall, mainly for potato growers, who have found shipping by truck too expensive.

SOO LINE is currently building 125 new 70-ton boxcars at its shops in Fond du Lac, Wisc. This project led to the recall of about 120 mechanical employes who had been laid off earlier in the year during a business slump.

ALABAMA has become the tenth state to be certified for participation in track inspection and surveillance under the Railroad Safety Act of 1970. This makes its Public Service Commission eligible for Federal matching funds of up to 50 percent of the cost of personnel, equipment, etc., required for the track safety program.

NORFOLK & WESTERN was named the 1975 "Railroad of the Year" by *Modern Railroads.* The magazine's August cover was captioned: "N&W: Super-Solvency in the East." The 24-page feature examined N&W's management philosophy and objectives. Also its growing use of the computer, its operating ratio, coal and merchandise traffic, maintenance-of-way operations, and labor relations.

RUSSIA'S latest grain deal with the U.S. is just what the doctor ordered in a recessionary year for America's largest wheat-hauler—the Burlington Northern, Bob Wiedrich writes in the *Chicago Tribune.* The financial impact of delivering to export ports about 25 percent of the 4.2 million metric tons of hard red winter wheat [154.1 million bushels] purchased by the Soviets should have a tingling effect on the toes of B&N stockholders and management.

ALTHOUGH no Pullmans ever operated over the St. Johnsbury & Lake Champlain, as stated in our Aug. '75 issue, the June '93 *Official Guide* indicates sleepers built by another company (Wagner) apparently ran on that line in the summer season on through trains between Portland, Maine, and Chicago, reports Philip M. Whitman, of North Providence, R.I.

WOULD you call this watered stock? Twenty cars of a Southern Pacific freight train derailed last July, spilling tons of lumber into the Truckee River west of Reno, slightly injuring a fisherman.

CONNECTICUT is collecting about 250 miles of railroad rights-of-way, including the Penn Central commuter routes, with an eye to future freight and passenger transportation systems.

"It's one of the best investments the state could make for future economic development," says Transportation Commissioner Samuel Kanell. "The corridors, between 50 and 250 feet wide, could be used for intercity mass transit by rail or bus systems, a network of pipelines, or new forms of transportation not yet dreamed of. They would not be wide enough for expressways. I'm looking for some time in the future when we stop building expressways."

A FORD ADMINISTRATION proposal to make workers who are on strike ineligible for public welfare benefits has won support from the Transportation Association of America. Not only does payment of welfare money to strikers disrupt labor-management negotiations and help prolong strikes, according to TAA President Paul J. Tierney, but it is jeopardizing the economic viability of welfare programs intended to help the needy. Welfare programs, he says, are becoming "massive strike funds . . . subsidized from the public purse" for the benefit of labor union members, rather than being used for relief of poverty as they were originally intended.

EACH FALL I used to view a beautiful sight: the glorious, flaming-red, staghorn-sumac band that ran alongside Penn Central track parallel to the Thruway in New York State from Ogden to West Seneca and beyond. I am sure others also looked forward each year to this wonderful color display that enriched the soul and broke the monotony of cummuting. But alas! some of the people who operate railroads must have deranged minds, for the bright vegetation has suddenly been chemically defoliated, not just next to the tracks but completely. Why now, after years of beauty?—Clark Carnes, East Aurora, N.Y.

KELSO, a unique railroad town in the Mojave Desert of California, has a population of 100. Every adult in town works for the Union Pacific Railroad, except Mrs. Dorothy Cady, who is a schoolteacher, and Lena Finnell, who is a postmistress and the wife of Kelso's mayor, and some of the housewives. The cemetery is next to the tracks because town fathers thought railroad workers who died would like to be buried by the rails. There are no telephones or TV sets in Kelso. No stores, no gas stations, no movie houses, only the post office, homes of railroad workers, the hotel, the school, and the cemetery.

SIX HUNDRED trailers have been bought for piggyback service by Santa Fe Terminal Services, Inc. for $4.7 million. Each is being equipped with logistic tracks for double-decking and slotted sidewall posts for more efficient dunnage. Delivery began in September and will be completed this year.

SOO LINE donated its caboose 153, equipped with a coalburning stove, to a "giant auction" to raise funds for television station KTCA of St. Louis and Minneapolis to broadcast educational programs. Other companies likewise gave gifts to be auctioned off by telephone during an 8-day marathon. Total income from the sale was about $180,000, including nearly $4,000 which Mrs. Robert Vogelgasang of St. Paul paid for the caboose. Maybe some reader will tell us what she is doing with it.

Caboose, from the Dutch word *kabuys* or *cabuse,* originally meant a little hut built onto the deck of a sailing ship, according to a book, *The Railroad Caboose,* by William F. Knapke and Freeman Hubbard. Back in Rennaisance times, the Dutch were daring seamen and developed this structure as a cookhouse for long voyages. By the 18th century Dutch settlers in America were using the word for any kind of small cabin or hut. Early railroads adopted it to designate the rolling headquarters of a train crew.

Casey Jones Anniversary

LAST April 30th was a great day for Casey Jones fans. Admirers of the celebrated Illinois Central hogger gathered at various points to honor the man who, 75 years ago, took a trip to the Promised Land, thereby saving the lives of his passengers and crew. Leading up to the anniversary, newspapers and magazines in the Mississippi Valley recounted the background of the folk hero and the dramatic events that led to his tragic accident at Vaughan, Miss. The Memphis *Commercial Appeal* Sunday magazine, stated:

"It's been 75 years since the whippoorwill call of his locomotive whistle has been heard in the Mid-South. But the legend of Casey endures. Some engineers identified themselves with a lodge emblem or a pair of antlers mounted on their locomotives. Casey Jones' distinguishing mark was his famous six-tone calliope whistle."

At Jackson, Tenn., one-time home of Casey, a holiday spirit prevailed as 3,000 city and county school students toured the *Casey Jones,* one of Illinois Central Gulf's new GP-38 diesels, on display. The children received brochures that told about Casey and his last ride, as well as orange and black pencils inscribed "Casey Jones Day, April 30, 1975." Later that day more than

200 members of Jackson's Rotary Club heard an address by Clifford Massoth, director of ICG corporate relations.

"Although Casey's fame stems from a single song written by a grieving black cinderpit man who knew and loved him," Massoth said, "he was a man to make any engineer proud. Tall, strong, an outstanding baseball player as a youth, clean-cut, in love with railroading and his family—he was all man, all 6 feet, 4 inches of him. It is most appropriate that his name comes down the years to us still fresh, still heroic, the brave engineer who stayed with his train and brought his locomotive to a halt without injury to anyone but himself."

At the luncheon were several relatives of Casey, including his son Charles, his grandson, Charles, Jr., and ICG machinist from Paducah, and his granddaughter, Nancy Howse, who is with the U.S. Department of Agriculture soil conservation department. (Some years ago, your editor, Freeman Hubbard, met all of those kin folk, as well as Casey's widow and his last fireman, Sim Webb. The latter two have since died.)

That same day in Memphis, where Casey's last run originated, ICG locomotive No. 9606, the *Sim Webb,* displayed its diesel at Poplar Street Station.

At Chicago, the Midwest Historical Society sponsored a special exhibit to commemorate the anniversary at Union Station. Included in the display were old railroad lanterns, a model of Casey's engine, a small model scene depicting the wreck, photographs of Casey, Sim, and locomotive No. 382, and various other items.

Overseas Railroading

SINCE the summer of 1970 two British Rail employes, Keith Hill and Keith Rose, claim to have traveled over every passenger line on the BR network. They did this by utilizing annual leave, rest days, and weekends, plus BR's occasional free and reduced-rate travel facilities.

"The most formidable part of this mammoth operation," Keith Hill reports in *Rail News,* "was covering every line of the complex suburban systems in the main centers of population, especially in Southern Region's London area. Not all our traveling was done together, but we both kept records of the runs made, along with dates, timekeeping, motive power, etc. On the whole, timekeeping has been commendable. Very few connections were missed during the five years."

THE SWEDISH GOVERNMENT issued a booklet of stamps on August 27th entitled "Steam Locomotives." It contains six stamps with three different designs, in denominations of 5 and 90 ore. Sweden built steam locomotives from 1853 through 1953. Its oldest preserved loco was built in 1855. Stamps may be bought from the General Director of Posts, Stamp Division, Stockholm, Sweden.

DAVID THORNLEY, a teacher at Swindon, England, claims to have now spotted and noted down *all* the locos running on British Rail. He began train-spotting when he was four, after a friend next door had got him interested. Since then he's travelled far in looking for trains.

"I have seen a total of nearly 20,000 different locos," he says, "but more than half of these are now out of service."

We wonder which North American fan has seen the most locos.

SOUTH AFRICA will lend Malawi $28 million to build a 70-mile railway between Lilongwe, Malawi's new capital, and Mchinji, on the Zambian border. This will give Zambia an alternate route for world trade.

"BETWEEN Hamburg and Bremen in Germany, there's a stretch of track like nowhere else in the world," says an ITT adv. in various magazines. "These tracks *talk* to the trains. And the trains talk back. Their dialogue may not exactly be Noel Coward—but it's the heart of an ingenious new control system we developed for the German railways. It's being tested right now.

"This computer-based system can monitor a train as it speeds along the test track, continuously reporting where it is. And how fast it's going. If there's another train up ahead—going in the same direction, on the same track—the track tells the train behind to slow down. Or even tells it to stop. Automatically.

"This means trains could be run more frequently on the same line, without getting in each other's way. Even the new high-speed trains that can log 120 miles an hour, or more. Even these speeds can be handled easily by this computerized system—though the tracks have to do some pretty fast talking."

SOME MEN join the Foreign Legion, enter a monastery, or run away to sea to forget a broken romance. But Britain's Brian Turnnert tried a different solution. When his marriage went on the rocks he became an "intercity" stowaway on the London-to-Sheffield train. He lived on the train for two weeks as it hurtled back and forth between the two cities.

Turner had once worked as a dining-car steward. He stole a red steward's jacket and served passengers with meals, seeking the company of the right kind of people he used to know so he could discuss his marital problem with them. But at length he was caught, haled into magistrate's court at Leicester for non-payment of fares and thieft of the jacket, and sent to jail.

TWILIGHT ROMANCE. At Cologne, West Germany, August Horwedel and Elfriede Leikert celebrated their wedding with champagne for a few friends. They met for the first time two years ago on an excursion for retired railroad employes. He is 90, she is 82.

Four Commemorative stamps recently issued by the British postal service depicting strides made by English railroads in past 150 years.

Courtesy of John Drayton, 13 Sycamore Rd., Griffithstown, Pontypool, Gwent, Great Britain NP4 5AL

RHODESIA's white-ruled government has opened talks with African nationalists that are expected to lead to black majority rule. They are being held in a luxury railway coach on a bridge straddling the scenic Victoria Falls between Rhodesia and Zambia. Before the place of meeting was agreed upon, there had been months of bickering over the location. Exiled black nationalists, fearing for their safety, wanted the talks held outside Rhodesia. Prime Minister Ian Smith, who unilaterally declared Rhodesia's independence from Britain nearly 10 years ago, wanted to talk inside the country. The railway car on the bridge is a compromise.

For years Peter Josserand was night chief dispatcher on the Western Pacific Railroad at Sacramento.

NIGHT CHIEF DISPATCHER

by Peter Josserand

"HELLO, CHIEF," came the unfamiliar voice of a new yardmaster, "shall I call an extra switch engine to make up this train?"

"That," I said, "is your business. I want the train out as quickly as possible."

"I'm new on this job," he wailed, "and they told me to ask the chief dispatcher when I get stuck."

Which sums up the situation rather well. Any time a fellow needed help he dumped his woes into my lap. So I got mixed up in everybody's business.

During the years I was chief dispatcher for the Western Pacific at Sacramento during the steam age I should have acquired the wisdom of Solomon, having been obliged to make decisions on a wide variety of subjects. Every night, it seems, someone gave me a riddle. It was worse after the California sun went down, because nearly all railroaders sleep at night.

My job was keeping in touch with the flow of traffic and arranging to have locomotives and train and engine crews available when and where they were needed. Too, I supervised train dispatchers, the boys who kept the wheels turning. Just about everything from broken knuckles to broken hearts came across my desk with the query, "What shall I do?"

This activity was not confined to our railroad employes. Besides the company circuits extending to various points on the division, we had three city phones. When the public could not raise a certain department at night, they often wound up by calling me.

For instance, on the evening before a scheduled Southern Pacific strike, a lady called on the city phone to ask about getting a ticket to some obscure small town. At that moment I was trying desperately to arrange for handling the extra freight traffic which had been diverted to us from the SP, and three other phones began ringing.

I explained as tactfully as I could that our ticket office was closed at that hour and I didn't have the information she wanted. But the lady insisted. I said I didn't know. She said she must find out and wasn't going to hang up till she did. By that time a couple more phones had added to the jangle. I picked up one receiver. A dispatcher was waiting to talk to me. I told him to hold the wire a minute.

"Madam," I said firmly, "this is the chief dispatcher's office. We have no passenger tariffs here and I can't possibly give you the information."

"Just what do you do, then?" she inquired in an icy tone.

"Nothing much. Just try to keep this railroad running."

The rest of the conversation is censored. The next call may have been: "Got a hotbox. What shall we do?"

If the load was not perishables or livestock or something else urgent, the car was set out on a siding and men were sent to repair it. Of course, when the train was a drag, the crew was instructed to do what it could and nurse it into the terminal, where the car forces could get busy.

"Pulled out a drawbar," piped another phone call. "What do we do?"

The answer depended upon whether the car was loaded or empty and from which end of it the drawbar had been yanked out. If the trouble was on the end next to the engine, the only way to move the train was to chain up the cripple behind the caboose, provided, of course, mishap had occurred on a stretch of track where the crew could run the car around their train and put it on the rear.

Stiff grades make such moves difficult. However, if the cripple contained livestock or perishable freight, it had to be kept rolling when at all possible. In case it had to be set out, the chief—meaning me—figured some scheme for moving it to the terminal and lining up another train to do the work.

ENGINE won't steam. What to do? (Yes, we had steam power in those days.) An operator failed to show up for his trick. What to do? Too much tonnage on this train. Which cars shall we cut off? Passenger left a briefcase in his berth. Will you retrieve it?

Four trains are coming into the yard together. Which ones get the preference? Bear ran into the side of a locomotive—do not think it didn't happen—and bent the valve gear. Can you get us another engine?

Storm on the Bay, and barges are tied up. Shall I run the hotshot on time or wait for the storm to abate and get these loads?

Brakeman sick. Will you deadhead a man to relieve him? Earthquake in the Feather River Canyon. My answer reply

East end Keddie Yard, showing roundhouse back in the days of steam on the Feather River Route. The train pulling into congested yard stopped short of fouling point, held on main track behind signal. Such situations are beyond control of CTC dispatcher.
Photograph by Peter Josserand

was to rout out the section men and have them patrol the track and inspect tunnels for damage.

Rock fence broken. Shall I let the fruit block flag, or hold him and let the maintainer go? This one came from a dispatcher. Let us examine it and see what was involved and the amount of reasoning a night chief had to do in the ten seconds or so he had to answer the dispatcher.

Perishable trains are run on a guaranteed schedule that calls for preferred handling. The question was: How shall we get the train by the obstacle with minimum delay?

The so-called "rock fence" was a network of electrified wires connected to the Centralized Traffic Control system. These were located at points in the Canyon where doubtful formations hung above the track. If a single wire was broken, the signals were set against traffic in both directions to prevent a train from striking whatever had fallen. Meanwhile, a warning bell rang and a light flashed on the CTC board, directing the dispatcher's attention to this hazard.

There was no way of telling from the indication on the board exactly what happened. Maybe a stone the size of your fist had snapped a single wire, or it might be that a slide with boulders as big as a Pullman car demolished the fence. One night, I recall, an unfortunate deer fell over a cliff and became entangled in the wires, setting off the alarm. I felt sorry for the poor creature; but such things do happen, and my primary concern was for the railroad.

A train that was stopped by such a signal could proceed only by flagging and thus lost precious minutes, possibly hours, in following the flagman who walked ahead to warn of any obstacle he might find. However, this took less time—provided they found nothing serious—than would be needed for the signal maintainer to reach the spot, repair the fence, and get his motorcar off the rails.

IF A CREW should discover a track is blocked, the train would have to back up, as a rule, so that men and equipment could be rushed to clear the line. Backing a train up a one percent grade is difficult, even for a mighty diesel engine; and where you had 387 curves and 32 tunnels in 112 winding miles, as on the Western Pacific, the backing operation could be really dangerous.

At some places in the Feather River Canyon there is often a fall of little stones during bad weather, while at other points anything that drops is likely to be huge, be the weather fair or foul. So a certain knowledge of rock formations in the Canyon enters into the chief's decisions.

"Let 'em flag!"

If that proved to be the wrong answer and resulted in hazard or new delay in reopening the line, you got a "bullet"—that is to say, a crisp note from higher up. Such petty decisions are routine to a night chief, for the brass collars are not pried out of bed unless the situation is quite serious, such as a derailment tying up the road. Once you wake up the officials, you have prodded a hornet's nest and you're on the run for the rest of the night carrying out their orders.

One night a connecting road, the Southern Pacific, delivered to us at the Stockton Yard an eastbound trainload of returning war veterans. When the train passed our Sacramento Yard office, the skipper tossed off a butterfly informing us that he had no dining-car crew. What a mess! Two diners to feed

395 hungry and war-weary men, but no one to service them! Well, we stopped them at the station while railroaders made frantic long-distance calls to learn what had become of the chore boys of the chow line, and what could be done about it.

While the dining-car department was running down information from the Oakland end, we at Sacramento contacted the local Southern Pacific office to see if they had any diner crews available for immediate work that night. No luck! There just weren't any.

IT FINALLY developed that two Western Pacific feedwagons had been delivered to the SP at Oakland to be coupled into a train of deadhead equipment moving to Camp Stoneman. But instead of our crews going along, they were sent over later—by bus, if you please—to catch the troop special which was being lined up to leave camp at eight p.m.

This departure time flopped. The train was loaded quickly and it pulled out at once, without anyone discovering the absence of the soup-to-nuts boys; and the omission was not detected until shortly before the arrival at Sacramento. Since no loose crews west of Chicago could be picked up en route, there was nothing to be done but hold the train and try to locate our two crews.

The dining-car department eventually found them—waiting at Stoneman for the train that had departed two hours before they reached camp! These lads were told to report to Sacramento at the earliest possible moment, using whatever highway transportation they could find.

Meanwhile, the stalled special was blocking three of Sacramento's main streets. The yardmaster had been instructed to send a yard goat down to get hold of the rear of the train and drag it back to the yard, there to stay till the missing diner hands showed up.

Photograph by Peter Josserand

These two WP 2-8-0s handled 2000 tons on a 1 percent grade. Either of them hauled 3400 tons on the level track of the Second Sub.

As you must be aware, running down a switch engine for unexpected duty takes time. First we had to clear the city streets of local traffic and then pull the train out into the weeds with orders to wait there for the goat.

While this was going on, the dining-car department told us jubilantly that the Army had come to the rescue at Camp Stoneman by furnishing a military personnel bus to rush the dining-car crews to Sacramento. No, they didn't know what time the bus left nor how long the drive would take nor what route it would follow. So we phoned the transportation officer at Camp Stoneman to get these details.

We had taken the train and engine crews which were called at Oroville to handle the eastbound troop special and had used them on another consist. If we waited until the train was ready to leave South Sacramento before we rounded up another crew, there wouldn't be time to assemble fresh crews at Oroville Yard without delaying it.

By now the unhappy veterans on the troop train, back in the yard, were famished and clamoring for chow. Even the yardmaster feared he might be pressed into service as a cook and I wasn't too sure myself that I would not wind up by washing dishes for the hungry GIs. In this crisis our call to the transportation officer at Camp Stoneman was answered by someone apparently from the Deep South.

"He ain't in," the voice at camp told the female telephone officer. "He done gone to chow."

Was there anyone else around who could give information?

"No'm. Ain't nobody roun' here know nothin'."

It developed, however, that the Southerner knew more than he thought. He told us the time the bus had departed, the route it would follow, and the driver's estimate of the time required for the trip.

Yard offices are often hard to find, especially at night. There was a good chance that the driver might not be familiar with Sacramento, so the trainmaster headed off in his automobile in an effort to intercept the bus and pilot it to the yard office, near which the train was standing.

It was a long shot. However, we went ahead and called a crew on duty at Oroville Yard for the train. The trainmaster identified the bus, stopped it, and took it in tow without mishap. Thereupon the men were put on the diners and the train highballed out of South Sacramento within three minutes of the time we had figured.

IN AND AROUND this incident, life went on as usual in the night chief's office, and I continued to get a constant flow of queries from various points on the division.

"Too much tonnage for the fruit block up the mountain," barked a yardmaster. "What shall I cut?"

"Cut anything except perishable wine, forwarder merchandise, and fence posts," I replied with a grin.

In case you are wondering about the last item, I'll tell you. One night we had to reduce a redball hotshot on Oroville Yard. Our engines will haul just about all the cars that can hold together across Sacramento Valley, which is practically flat from Stockton to Oroville Yard; but when the said train starts up the 118 miles of continuous grade to Portola it needs power and plenty of it. So we were continually faced with cutting out enough cars to hold the tonnage down to what the iron horses can handle up the mountain.

That night, in considering the importance of the various loads in the train and what should be reduced, we came across a car of fence posts. Now fence posts are not perishable. You can hardly dream up any condition that would make their movement extremely urgent. So we cut out the fence posts.

Next day there came a blast from the superintendent of transportation saying we had cut out the most important car in the train. I still don't know why it was so damned important. Anyhow, I blew my top; but after a few minutes the humorous side struck me. Since then it has been a standing joke—cut out anything but fence posts!

Keeping the crews and power available at the right places and time would be rather simple if an equal number of trains could be operated in each direction every day. Unfortunately, a railroad doesn't run that way. On certain days of the week the preponderance of traffic may be westward and on other days, eastward.

Determining how many trains will be required to move the anticipated business is, after a fashion, a guessing game. You can't determine this point until a few hours before those trains are ready to move. But you must work further ahead than this in planning. In fact, you anticipate the flow of traffic for twenty-four hours in advance so as

Peter Josserand worked for road beside his wife, Grayce, who was his secretary.

to avoid costly crew movements on short notice. At times power must be run "light," that is, without a train, to get the engines where they are needed; but the ideal method of railroading would be to make your power handle trains in both directions.

THE REAL CATCH arises when something turns up to block the flow of traffic. It then becomes somewhat of a minute-to-minute game, doing what you can on short notice. You must be on your toes, so to speak, to get the best possible breaks out of rapidly changing conditions.

When a derailment, a washout, a burned-up bridge, a slide or some other major mishap ties up a railroad, the emergency halting of traffic brings up endless problems. Both livestock and perishable shipments are headaches. Congestion quickly sets in at terminals and you have the task of rushing men and equipment to the trouble spot to restore service.

This reminds me of an incident one dark and stormy winter night. A delayed train from the east had rumbled into Portola with several cars of hogs. Normally, it would have had time to go on to Oroville Yard for unloading before the 36-hour limit expired. I need not remind you that a humane Federal law forbids the keeping of livestock on cars for a longer period than a day and a half without feed, water, and rest.

After this train had been held up, and considering the snow conditions in Feather River Canyon, I turned the shipment back to the Eastern Division for handling. I knew how slim the chances were of getting it to Oroville Yard without a violation.

Not having a train on which to haul the livestock cars back to the Doyle pens, our night chief at Elko instructed the yardmaster at Portola to unload his pigs there. The facilities at Portola

were quite limited, but the men unloaded them just the same. Someone left a gate open. The swine, restless from long travel, scrambled gleefully out of their pens. From the porcine viewpoint, it must have been a joyous break, even in ten inches of snow.

For a couple of hours I had been trying persistently but vainly to contact the yardmaster at Portola. The operator kept telling me that he was out in the yard. When I finally got through to him, the poor fellow was fit to be tied.

"I've been out there chasing hogs," he growled. "So has everybody else in the yard—the switchmen, engineers, firemen, and section men!"

At that instant I had a mental picture of mischievous piggies cavorting in the snow while the harassed yard boss and a lot of employes wallowed feebly in pursuit, and I laughed out loud. Thereupon the YM exploded. He was mad at me for a week afterward.

UNLESS you have worked on a railroad crossing the "snow belt" you don't really know the meaning of the word *blizzard.* Western Pacific enters that belt at an elevation of nearly five thousand feet. The Southern Pacific tracks at Donner summit, where the Donner wagon train was wiped out by King Winter more than a century ago, are about seven thousand feet above sea level. Average snowfall there is eighty feet a year.

Being at a somewhat lower elevation, the WP generally suffers more from rain than snow, but sometimes we get as much snow as the SP does, two thousand feet above. The white flakes may come down at the rate of a foot an hour, whipped by a sixty-mile gale. This makes railroading anything but a picnic. It would take a book to describe the crisis arising out of such weather, especially when the temperature sinks to 40 below.

I will cite a typical incident. Working in the Sacramento Valley, where the mercury rarely drops to freezing, even I have some difficulty in visualizing the white hell in the mountains. One night when the temperature fell to about 30 below at Bieber, we had a freight coming from that place. Our trains were made up in the yard and a goat then pulled them back to a point near the yard office, where a road engine took over. On this occasion the oily waste around the car bearings had been frozen to the axles, with the result that the train pulling back yanked the waste out of place.

Before they had gone ten miles, the crew ran into trouble. To be exact, sixty-seven gremlins in the form of hotboxes! Anywhere from five to fifteen feet of snow blanketed the railroad, and where the train stopped, the white stuff stood about five feet deep. Would you like a job packing and oiling sixty-seven hotboxes in five feet of snow with mercury at 30 below? There was some delay, of course.

Eventually, we had to relieve the crew on the expiration of their sixteen hours before they got into Keddie.

SPEAKING of relieving crews, or "lousing" them, as we say, there was a time when traffic congestion and bad weather combined to slow up train movements through the Canyon to the point where none of the crews were making the trip between Oroville and Portola within their sixteen hours.

I remember the night we had to relieve a flock of crews en route. An engine and a caboose were dispatched from Oroville with all available rested crews to peddle those men where they were needed along the line to trains whose crews had "died," or were about to die on their sixteen hours. Someone dubbed it the "Louse Special."

That special lived up to its moniker. By the time it reached Keddie, about two-thirds of the way to Portola, the Louse Special crew itself was on sixteen hours and had to be relieved!

Once in a while a fantastic event happens. Did you ever hear of an engineer leaving behind a tonnage freight train and running for 20 miles—yes, 20 miles—without missing it? That actually occurred on the Western Pacific. Neither he nor the fireman nor head brakeman knew they were rolling along merrily without a train until the first telegraph office they reached gave them the bad news.

When the hogger was questioned, he had an alibi. They always do. The air ticket that he fished out of his pocket showed he had duly coupled his engine to his train and had made the required airbrake test. Then, after the conductor had given him a highball and after the yardmaster had promised to close the gate behind his train, the engineer whistled off.

In course of time, the fireman had occasion to go back in the diesel compartment for something. He found they were running too fast and cautioned the engineer, who promptly reduced speed. It was not until later on that any of the three blissfully ignorant men in the cab tumbled to the fact that they had left their train at Oroville Yard!

ANOTHER locomotive and a crew for it had to be called to handle the train left at Oroville. The hogger had been running on a schedule, which further complicated matters. The head end of the train was at Marysville, the rear at Oroville, 20 miles away. Brass collars took the crew out of the service and we had to deadhead an engine crew to pick up the locomotive.

But there were also technical difficulties, due to operating rules, in trying to dispose of the schedule on which the engine was authorized to leave Oroville Yard. The hogger held authority to run on the schedule, so he had to sign a restricting order before it could be annulled. We also had to get the conductor's signature at Oroville Yard.

Incidentally, they put the engineer back on the job just long enough for him to sign the order. Then the train at Oroville Yard had to be given an entirely new set of orders, authorizing them to run extra from that point.

It was the dispatcher's duty to issue all the orders involved. However, when a problem like this came up, he was allowed to dump it into the chief's lap—often meaning me. This cleared the DS of any repercussions and left the chief holding the bag. If the chief wasn't an old man when he went on the job, he would be shortly thereafter.

Looking back on the battles I have fought to keep the trains running under adverse conditions, I feel a certain satisfaction. The thing I hated most was shutting down the road, methodically, one day, in preparation for a strike. That did something to me inside.

We placed embargos, diverted traffic to other lines, and tried earnestly to get every loaded car and "foreign" empty off the road before the deadline. We had to get crews to their home terminals and all engines into roundhouses to be killed for the duration of the strike. Just about everybody but the officials were laid off—not a wheel turned. It was my first such experience and, I hope, my last.

Sometimes, when I was trying to get out the morning reports with one hand, figuring power and crews and juggling nine telephones with the other, and trying to answer a barrage of questions out of both corners of my mouth at the same time, I regretted I wasn't twins. Even so, railroading is a great life. It would take a century or so to exhaust all possible surprises in the job of night chief dispatcher. •

"If we wanna start eatin' again," I moodily rejoined, "we'll hafta go to work. Let's see if they're hirin."

STUDENT SECTION BOSS

by Arthur B. Armes

ON SECTION 20 of the San Joaquin Valley Railroad, gandy dancers were banking a curve south of the station at Pismo Beach. It was midsummer. On the nearby Pacific shore white-crested breakers endlessly rolled in and broke up with a low, monotonous thunder, receding in a foamy tide.

For the time being, Shorty Hoyt and I were not interested in scenic views. We had our eyes focussed on the florid face of the section foreman, Terence Shaughnessy. His heavy bulk was stretched out, face down on a weather-browned crosstie a few rail-lengths back, as he checked the alignment of the outer iron. When his huge paw made a slight lifting motion, we instantly put pressure on the pump handle, racheting up the track jack a notch. Then we subsided, but not for long.

The kingsnipe's hand shot up again, in a stop signal. He rose stiffly to his feet, dusting the baggy knees of his pants and calling out, "Tamp 'em up!"

We picked up tamping bars and under Terence's watchful supervision the gang soon had the ties firmed with the crushed stone ballast. Terence motioned to the jack. I stooped over and locked the trip key.

Shorty pressed down on the hickory wood handle. The elevator toe dropped with a metallic clank. From the rail base, me and my partner removed the heavy iron jack with the imprint "Ten Tons." In anticipation, the gang eyed

Terence as he examined his watch.

"Lunch boys!" he said crisply, returning the watch to his pocket.

We took our lunch buckets and paper nosebags from the trough and relaxed on the edge of the motorcar, where it sat on the trackside runoff station.

With his boomer initiative, Shorty skipped down the green, weed-covered, railroad embankment, gathering up sticks of dry driftwood from the sandy beach. Soon we were enjoying a steamy gallon can of hot Java. Man, did that smell good!

Me and my stocky partner had been on the job just long enough to know our fellow gandys' first names. There was Fred, a young, well-set-up, scholarly-looking guy dressed in clean olive brown pants and shirt. He had a big ham sandwich on rye with watercress in one hand while the other held an open book. Between bites he was mentally soaking up the contents of a page.

After he finished eating, Terence stepped to the shoulder path and instinctively pivoted his head north and south along the polished rails before mounting the roadbed. He then proceeded to stroll slowly south, down the center of the right-of-way, with his thick hands clasped behind his broad back. We watched him turn from side to side, glancing right and left, down at the steel. His ferret eyes obviously looking for any defect that needed immediate attention.

THESE careful actions gave me food for thought. Most of the traveling public assume a section foreman is a minor employe, when actually he has a responsible position, like the locomotive engineer, conductor, and train dispatcher.

When the boss was out of earshot, Shorty started to fan the breeze. Fred lifted his eyes from his book, with an amused and tolerant smile on his clean-shaven face. He listened as my loud-mouth partner gave a detailed description of the skidrows he'd been on in his coast-to-coast travels, from the New York Bowery to Howard Street in San Francisco. He stressed the fact that Stockton, California, had the biggest stiff hangout on the Pacific Coast. I sat in bored silence, letting him blow off steam until he paused for breath.

Hank, another newcomer to the crew, broke out in a slow drawl, "Wots that fella diggin' in the wet sand fer?" His wondering gaze fastened on a figure down on the shore line.

"Why, ya lanky dumb cluck, yuh're at Clam Beach."

Shorty added: "For vigor, a mess o' clams is almost as good as a gland operation."

"The way you stall around the track, Shorty, you ain't et much of 'em," mocked Speedy, a wiry-built section hand.

Hank closed the lid of his Union Leader tobacco tin. "What in hell are ya readin'?" he asked, turning to Fred.

"Let him alone," Shorty cut in. "I bet he's trying t'figger how to make a fast buck at playin' dice."

"You're wrong," Fred corrected. "It's a reference book: *Trackwork and the Section Foreman.* It's full of dope on terminology and the duties and qualifications of a kingsnipe."

"What good'll that do ya?" growled Shorty.

"I'm trying to better myself," Fred declared proudly. "I've enrolled as a student section foreman with the World Wide Correspondence Schools."

Shorty guffawed loudly.

"In th' fust place, yuh ain't got the whiskers," he argued, "and in the second place, you'll hafta buck the board. In the third place, you'll hafta bump a ol'timer. Finally, damn few kingsnipes are getting the rocking chair or passing out."

Fred smiled. "By the time I graduate, I'll have a coupla years' service in. I'll have seniority enough to bid on and take the competitive examination for a section foreman's position."

"Huh! A home guard!"

"Yeah! A home guard!" echoed Fred. "You boomers give me a pain in the ass, bragging about where you've been. I've seen all the world I wanta see—Anzio, Normandy, Pismo, and other beaches."

"I figured you wuz an ex-GI," Shorty mumbled apologetically.

IN ANSWER, the former soldier's hand went up to his brow in a snappy mock salute.

"Had my basic training in the Military Railway Service on the Camp Claiborne pike, down in Louisiana," he said. "Then I got a two-way boat ride. And here I am all in one piece, back from my overseas hitch."

He inserted his textbook in a pocket of his windbreaker, transferring the jacket to the trough of the motorcar.

"Maybe," he went on, "it's all right for you footloose chaps to bum around. I'm married, got two kids, gotta think of the future."

"Well!" mused Shorty, "I hate to discourage a feller who's tryin' to git ahead, and I wish ya luck. As for me, I'd like to see a little more of the country before I settle down."

"You haven't any ambition," Fred retorted. "You'll never amount to anything, booming around."

"Anyway, I like a change o' scene, once in a while."

"Hell! You can't eat scenery." He addressed us all: "Being a section foreman is a profession, like other higher branches of railroading. The trained men get ahead. Common laborers get nowhere." He paused, to let that penetrate, and resumed. "I study each lesson, write out a paper on it, then mail it in. To date, I've received reports my grades were excellent."

Speedy sighed wistfully. "I was ambitious once. Took a technical course on airbrakes; but my damned itchy feet kept moving. Now I guess I'll be a shovel stiff until I pass out."

"That's your hard luck!" Shorty said with a sardonic grin.

Speedy ignored him.

"You may not believe it, fellers," he went on, "but some track stiffs hit the ball and parlayed themselves up to be presidents of railroads."

"Section stiff to top brass," snorted Shorty. "Where'd ya git that stuff?"

"It's a fact!" Speedy maintained. "I saw it in a sheet on railroad statistics. Come to think o' it, it did say a guy's chances would be improved if he starts as an ink-slinger."

"Clerks, ops, and other white collar guys as a rule have a better education," I interjected.

"That's the way I look at it, Slim!" said Shorty. "Eddication is what counts."

"Anyhow!" argued Speedy, "to start getting an education, you need brains."

Shorty's brow furrowed. "That's what I'm tryin' to tell ya," he rasped.

"And it's dead certain you ain't got any," snapped Speedy.

The debaters lapsed into thought.

HANK was staring vacuously into space. He switched his bulging chew of tobacco over to his other rust-colored, bristling cheek. Suddenly he burst out, "Wot's a thesis?"

"Why, ya rummy," Shorty replied, "if a guy kin write, he puts down on paper what he's doped out."

At that moment, Terence came up. "And what are yez arguing about, me b'ys?" he asked amiably.

Shorty jerked his head at his seat

companion. "Fred thinks he's got it down pat: how to be a section boss. He's studyin' a book."

Terence gravely shook his head. "Book larnin' is no good," he said. "Me boy, there's only wan way to larn maintenance-of-way work, an' that's the hard way."

"Admitted," said Fred. "The practice comes before the theory."

"All I knows I larned by doin'," persisted the oldtimer.

"You're of the old school—trial and error," Fred countered, adding, "Mostly error."

"I never got a brownie in me life."

"I don't mean demerits. What I mean is, you worked a hell of a long time as a track laborer before you were promoted."

The veteran kingsnipe stood pensive for a moment. "Yes, me boy, you're right. It took me a good minny years."

"If you had been trained, why . . ."

Fred was silenced by a warning note from the air-horn of an approaching southbound streamliner. Our heads pivoted around at the gleaming headlight shining with a yellowish glow in the sunshine. Tensely we watched an automobile wnizz over and beat the fast train at the grade crossing.

We had a fleeting glimpse at the man in the diesel cab, his face relaxing in relief at the near miss. The coaches swiftly rumbled by, fanning us with a draft of air in a roaring backlash. Soon the rear end of the luxury varnish disappeared round a curve.

"Gee!" I gasped, "that was close."

"A kid in a college sweater," Shorty commented, "an he's supposed to be eddicated. Yet he don't know enough to 'Stop on Red Signal.'"

Fred snapped: "If he hasn't sense enough to take proper precaution at railroad tracks-for halfwits like him, university training is a waste of time."

The section boss made no comment. He said impassively, "Let's go!"

We rose from our seats and stood awaiting orders, eyeing the foreman.

"I've chalk-marked a coupla ties near the block signal. Put your tools on the pushcar," he directed.

We loaded up creosoted ties, claw bar, spike maul, shovels, and tamping bars. Then we pushed the load along behind Terence as he trudged down the hard-packed shoulder path to the location of the condemned stringers.

It was ten days later. After breakfast Shorty suggested, "Whaddaya say, Slim, shall we blow?"

"You must be a mind reader," I joked. "You took the words out of my mouth."

So we drew our time and hit the road again. From then on we drifted around to various pikes, making short grubstakes on sections, replacing ties, steel and ballasting. We worked on extra gangs and trucked in freighthouses. For a change from railroading we took in the grain, apple, grape, and other seasonal harvests in their respective sections of the country. We spent money as fast as we made it.

TIME PASSED slowly on. One spring morning we found ourselves ditched at Woeville, a subdivision town on the San Joaquin Valley Railroad.

Under the sparse shade that the fronds of a palm tree afforded, we sprawled on the station lawn, mutely surveying the vast marshaling yard and the buildings of the Pacific Fruit Express icing plant.

From the direction of the railroad shops a long whistle blast drowned out the chug-chug and the bang-bang of a yard goat butting cars. after the last wailing note faded out, Shorty broke the silence.

"It's dinner time fer th' nut-splitters. To us it's only twelve o'clock."

"If we wanna start eatin' again," I moodily rejoined, "we'll hafta go to work."

"Yuh talk more about work an' do less of it than any man I know of," my pal flung back peevishly.

"Action speaks louder than words," I quoted. "We'll brace the brass?"

"Guess we'll hafta!" growled Shorty.

After a spell, the tide of foot traffic reversed. We watched a procession of shopmen trudging back to their lathes and machines. Mechanics, carmen, laborers and floor-sweepers went by in a steady stream. The tail end of the throng disappeared in the portals of the shop gates. Suddenly the whistle again let go a screaming blast.

I rose and straightened up. "Let's go and interview the Big Chief. My stomach tells me we need a job."

"Okay," Shorty grunted, lazily rising to his feet.

We hiked over to the station building, and on the second floor we located an office marked "Roadmaster" on the frosted glass door panel.

"You do the talking," I advised my pint-sized pal, as he put his hand on the doorknob.

Inside, near the doorway, sat a young woman receptionist at a typewriter. She looked up inquiringly. We both removed our battered, grimy, felt hats.

"We'd like to speak to the roadmaster," my side-kick said bashfully, his face reddening under the suntan, his thick fingers fidgeting nervously with the sweat-stained brim of his fedora. We acted like a couple of schoolboys playing hookey.

The steno flashed a sweet smile in reply, nodding her blonde head toward the back of a well-dressed man sitting at a flat-top desk. When we approached he was intent upon a paper which appeared to be a blueprint for a complicated switch layout. He was too preoccupied with his paper work to be conscious of our presence. We were awed to be in his presence.

Shorty stood hesitant, then timidly began, "Beg y'pardon, sir, could yuh use—?"

The brass collar put down a slide rule and turned sharply round in his swivel chair. When he saw us his face broke into a grin.

"Gosh!" we both gasped, "Fred!"

"Well, fellows!" he inquired pleasantly, "what can I do for you two?" •

Night Ride on the

FREEDOM TRAIN

Text and photos by Bill Withuhn

Proviso Yard: awaiting the "changing of flags," Russ Shipman, Al Phillips, and ex-Reading 2101 hostler Bill Sprinkle have a chat.

THE OLD engineman's eyes half closed, as he leaned back in his chair. "Ah, but nothin' can compare with a steamer's cab at night. The world kind of wraps in around, and everything seems bigger than it is. The world is just you, your fireman, your train, and your white headlight glare pickin' up those two bright silver streaks ahead. You stick your head outside, and you get a strong drink of roarin' cold air laced with warm steam and the smell of valve oil. You can't really see the engine hammerin' up there; all you see is the whirlwind of the exhaust and the curve of the smokebox silhouetted against a patch of white.

"The orange firelight flickers and dances along beside you, flashin' off the stone and off the adjacent track. The signals down the line look like strange, disembodied eyes, and you hope all's well up there. Back inside, there's not much more to see, except the face of your fireman caught in the firelight and the gages glowin' alive beside you in the blackness.

"Oh, yes, we went through hell in those cabs, what with the dirt, the smoke, the drafts, the jarrin', and everything else. But there's a majesty at night with steam, a mystery, a feelin' of power and control over something big and something important that I've never felt anywhere else."

So said an engineman friend of mine many years back. And he was right. Come on along and ride with 4449 as she locks couplers with the 26 cars of the American Freedom Train for the first time; and then again two and a half days later, as she makes a night run to Chicago through the cornfields and commuter towns of northeastern Illinois. For the first leg of your trip, come

The early evening crowd waits to go aboard the Freedom Train at Chicago's Navy Yard.

ride the plush of the fabulous Freedom Train; for the second leg—at night—the cab of the star, 4449.

Certainly the restoration of ex-southern Pacific GS4 4449 is one of the biggest steam stories of the decade, or the past two decades for that matter. With her 4-8-4 configuration, her 80″-diameter drivers, and her 432-ton total weight, 4449 is the largest steam locomotive ever to be rebuilt and put back in service after years of neglect and inactivity. (At 451 tons, the 8444 is heftier, but 8444 has always been kept in good condition by her owner, Union Pacific.) After months and years of planning, nearly $100,000, over 11,000 paid man-hours and 9000 volunteer man-hours, it all came together for 4449 on August 4th, 1975, on the western outskirts of Chicago.

On the previous morning, August 3rd, engineman Doyle McCormack and his crew brought the 4449 up from La Grange—where she had been stored since her trip from Portland, Oregon—to the sprawling Chicago & North Western yard at Proviso, just west of the Chicago city line. The locomotive was a spectacular sight for this California lad as she came up, running with just her tool-and-bunk car in tow, her headlight beaming. That dual-eyed, silver face had been a faithful fixture in the lives of many California youngsters who grew up in the forties and fifties. Surely that face was forever etched in my mind's eye. My brother and I had ridden behind the last run of a GS, back in 1958. Then it was all over, washed up, gone for good. Who could have conceived that, nearly seventeen years later and half a continent away, people would be looking at this glorious engine, alive once more with hot steam in her gut? Yes, Virginia, there are miracles.

(Left) Michelle Watson, public relations coordinator, and Jan Burenga, field director, on the Freedom Train's observation platform, are smiling happily at Chicago reception.

EARLY in the wee small hours of the 4th, some diesels drew the cars of the Freedom Train from their site at Chicago's Navy Pier, where the train had completed a highly successful seven-day stay, with over 98,000 tickets sold. The train was spotted on an east-west lead track at Proviso. Then, with the sun up, 4449 backed on, to prepare for a "changing of the flags" ceremony at 11:00 a.m. Ex-Reading 2101 had pulled the Freedom Train till now, bringing the experience of steam and the experience of its cargo of American history to dozens of cities and towns in the Northeast and Midwest. From Chicago, 4449 would take charge.

Engine 2101 was ailing from unspecified complaints, so a C&NW diesel switcher pushed her to within a few feet of 4449's pilot. Nevertheless, 2101 looked sharp and spiffy and up to the occasion. She and her chief overseers, Ross Rowland and Bill Benson, had much to be proud of.

As the engines stood, head to head, the vast size of 4449 was strikingly apparent. At 16′4″ over the stack, 4449 stood a full eleven inches over the 2101. At 80″ the former SP engine's drivers were 10″ higher. The two 4-8-4's together looked something like a middleweight next to a heavyweight. Both looked muscular and powerful. But there was no arguing that the two were in different classes.

Promptly at 11:00, Bill Benson

Andy Adams wipes down the fireman's side of 4449's cab in Proviso Yard, Aug. 4, '75.

The fireman's side of 4449. The gages are (bottom row) atomizer pressure and boiler pressure; (top row) oil temp., cold-water pump pressure, and steam heat pressure. Headlight and mars light switches are over the window in this cab shot on Aug. 6, 1975.

stepped forward to give engineman McCormack his orders and the pilot-beam flags from 2101. Zealous photogs asked Bill and Doyle to repeat the performance, so they obliged. Then, after a time, the 2101 was drawn back, and the moment had arrived that everyone connected with the Freedom Train had been waiting for.

Just past noon, 4449's sonorous chime whistle gave two long calls, and the great white train began to move.

Arrival at Crystal Lake, Ill., first stop for 4449 with the train. Crowd watches loco being spotted for stay. "Freedom bell" is shown at left from one of the display cars.

Like a marching unit at slow-step, the great drivers turned, easily, regally, with stately self-composure. McCormack laid down some sand, but 4449 didn't seem to need it on the slight upgrade as she walked slowly off, the 26 cars following obediently as if they weighed scarcely a pound. There was no bombast, no needless uproar. There was, instead, a smooth passenger start, with 4449's power quietly contained and under perfect control. And then we were off. The next stop was to be Crystal Lake, Illinois, about 40 miles to the northwest, on the C&NW to Harvard, Illinois.

The Freedom Train is limited to 40 miles per hour, as a rule, and on no account exceeds 50, in order to protect the delicate displays and fragile machinery in the special display cars. So the pace to Crystal Lake was leisurely. We crossed the Milwaukee Road line at Bensenville and took the long curve on the western boundary of O'Hare International Airport at 20 to 30 mph. The day was brilliantly clear, and at every

crossing groups of people waved, shouted, and snapped pictures.

AT CUMBERLAND, the train reached the main C&NW commuter line for the remainder of the jaunt to Crystal Lake. It quickly became apparent that 20 to 30 mph would be all we would make today. People were out in waves. At Mount Prospect, Arlington Heights, Arlington Park, Palatine, Barrington, and Fox River Grove, seas of humanity jammed every crossing and commuter station to catch a glimpse of the train. At many places, 10 mph was all that was safe, as crowds lined the track. Their enthusiasm was infectious; soon everyone on the train's brass-railed open platform at the rear was waving back, hats in hand. Behind the train, it sometimes looked like the wake of a boat, as kids—and even parents—swarmed back over the track to pick up hundreds of flattened pennies.

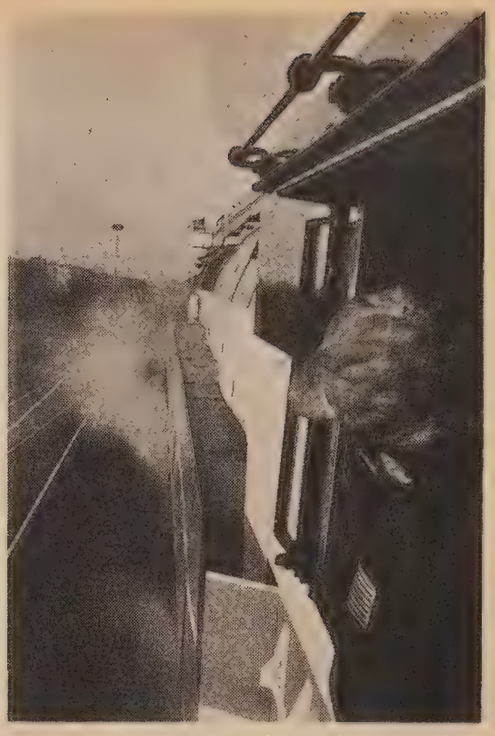
At 2:45, we reached the diamond at Crystal Lake, and 4449 cut off. C&NW diesels sited the train at a siding just across from a large shopping center, and the steamer pulled in at the far end. The 4449's first day with the train had come off without a hitch. Throngs of Crystal Lake citizens came over to watch the train set up for its next day.

The Freedom Train's operations in setting up at a new site, or in breaking down, share much in common with the same operations of the big circuses. In fact, the trainmaster for the Freedom Train is Paul Hudson, who used to work for Ringling Bros. and Barnum & Bailey. Paul is a big man with salt-and-pepper hair, and when he commands, things happen.

Under electrical and mechanical technicians "Peppy" Kelso and Frank Donnelly, power lines are hooked up, cables routed, and equipment checked and serviced. The train carries four large diesel power generation sets of its own. Exterior lighting and the loudspeaker system are assembled and installed. Telephone and water lines are connected. Refrigeration technicians like Dave Harman—who is on leave from the Smithsonian Institution—check over air-conditioning equipment throughout the train. Car stabilizers, ramps, and special diaphragms between the display cars are installed. The trailers that travel with the train are unloaded from their flat cars and converted into ticket offices and refreshment stands. Needless to say, this train doesn't just roll into town and open for business. Nearly 140 people are directly connected with its operations, and they are all busy during setup and breakdown.

Weeks before the train comes to a city, a field director arrives and works directly with the local Bicentennial Commission and the local community to prepare the site and make the train's stay a civic event. One of the best of the six field directors is blonde Jan Burenga, who did the advance work in Crystal Lake. Jan has worked for the non-profit American Freedom Train Foundation longer than any other employee, and she helped create and run last year's *Preamble Express.* In fact, it was Jan who coined the name *Preamble.*

"The Freedom Train has been controversial from the beginning," says Jan. "The original idea was to make the train free to everyone. But we didn't get enough sponsors; so without the admission charge, there would be no train. And you know, we go nowhere except by invitation. After local taxes are subtracted from gross train sales for a stay, the local Bicentennial Commission receives ten percent of the remainder. In this way, we try to act as a catalyst for the local community and its own bicentennial celebrations. So far, we feel happy with the results."



Entering north end of Proviso, heading south. Al Phillips looks down the track.

Russ Shipman and Dick Yager open up 4449's smokebox to clean out the blower.

IF CRYSTAL LAKE is any indication, small town USA is warming to the Freedom Train in a big way. On the first day of its two-day stand, the train sold over 16,100 tickets. Nearly as many were sold the second day. Judging from my own impromptu interviews, people came from three counties around, and nearly all left feeling glad they had come.

Not an inconsiderable attraction was 4449 herself. Engineman McCormack and firemen/mechanics Andy Adams, Al Phillips, Russ Shipman, and Dick Yager put up a sturdy stairway and platform to 4449's cab window so that folks could look inside. A long line formed immediately. Doyle and the crew rotated stints in the cab to answer visitors' questions and to share their months of labor with an appreciative audience. Old railroaders with misty eyes and youngsters with probing questions lingered long at the window.

All of 4449's mechanical staff I met were young; none was over 40. Engineman McCormack is also chief mechan-

(Above) Bar car displays painting of naked women, as bars often do. (Right) Proviso East Yard shown at 8:40 a.m., with train ready to roll into center of sunny Chicago.

ical officer for the Freedom Train Foundation. He is on leave from the N&W, where he handled big freights between Conneaut and Bellevue, Ohio. Andy Adams, Al Phillips, and Russ Shipman helped to rebuild 759. Andy's specialty on 4449 was the sheet metal; Al is an expert boiler man. All do mechanical jobs of any sort. Dick Yager is a volunteer crewman; he owns a hobby shop in Fort Wayne, Indiana. Bearded Al is a former merchant seaman. Capable Russ is a former pumper engineer.

Breakdown came at 10:30 p.m. on August 6th. Maj. Don McCormick's Army color guard and security director John Manning's people saw to the needs of the last few visitors. Then ancillary equipment began coming down. The locomotive crew started the familiar ritual of raising the last few pounds

Engineer McCormack opens throttle a bit more while easing 4-8-4 through the yards.

of steam pressure and oiling around. Russ Shipman turned on the twin cross-compound air pumps, and a remarkably quiet *chong-chong, chong-chong* attested to their high state of repair. Al Phillips and Dick Yager saw to the lubrication.

Al was so thorough in his attentions to the running gear and tender trucks that it became clear 4449 was in knowledgeable hands. "My years at sea in ships' engine rooms taught me one thing," he said. "Oil is cheap; machinery is expensive. We've found spots on this engine requiring a little grease once in a while that even the designers probably never thought of."

The next town was to be Rockford, Illinois. "Are we ready to go to Rockford?" asked engineman McCormack.

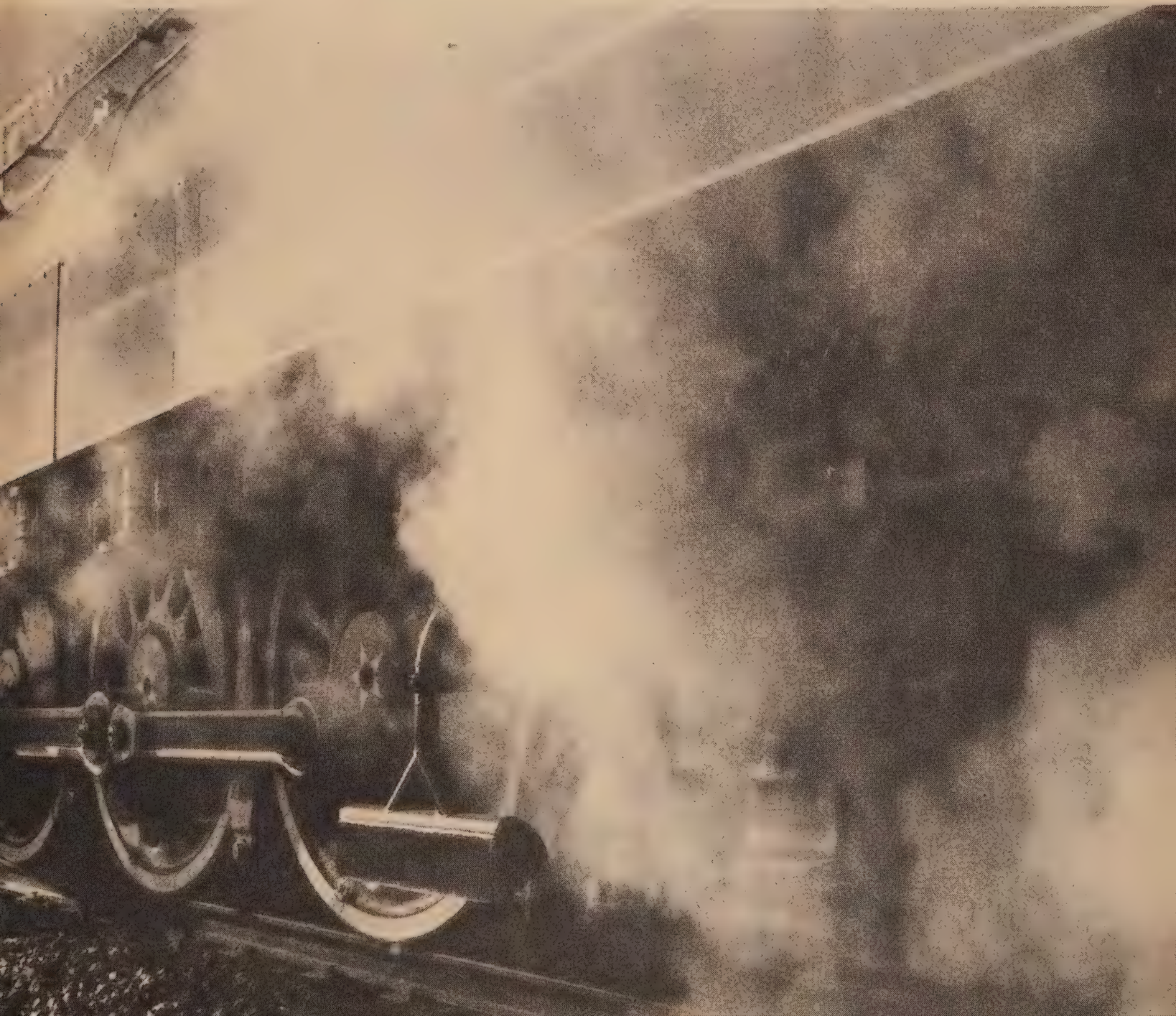
"I guess so," responded fireman Al Phillips. "Everything's working."

It was 12:25 on the morning of the 7th. At Doyle's kind invitation, I took a brakeman's jumpseat.

"Let's blow her out a little," said McCormack. With independent air on and train air applied to the 3 tool and baggage cars behind, McCormack pulled on a little throttle against the brakes, and worked the reverse back and forth several times, cylinder cocks open. The roar of hot steam blew out condensation and warmed the cylinders. Wreaths of gossamer rolled up, brightly lit by a nearby street lamp.

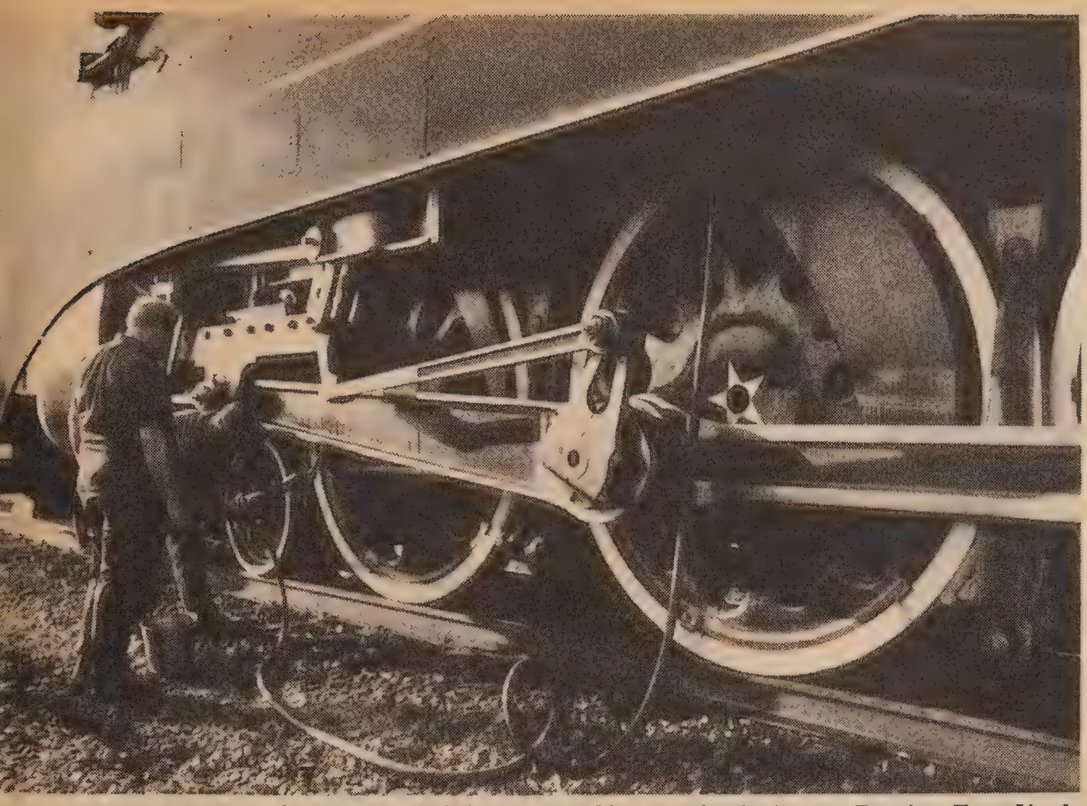
"The world kind of wraps in around, and everything seems bigger than it is." The old man's words came again to me, and recollections of other memorable night rides in engine cabs floated back: ex-NKP 759; British 4-6-2 *Woolacombe;* ex-FEC 148. Yes, that was the feeling: at night, the cab became a special island, self-contained, larger than life. The rest of the world, lost in the darkness, seemed insignificant. It was 12:30.

THE ROUTE to Rockford was to be a circular one. Rockford is due-west of Crystal Lake only about 40 air miles, yet because of track conditions, the train would have to retrace its path back southeastward to Proviso and continue eastbound into Chicago's Union Station. Then it would pick up the Burlington Northern multi-track mainline west to Aurora, follow BN single-track CTC northwest to Rochelle, and travel northbound to Rockford via a secondary branchline. Altogether, the rail mileage was 169.



Crowd gathers at Rochelle crossing on afternoon of August 7 as the train takes on water before heading north for Rockford, Ill.

First stop after leaving Chicago was Crystal Lake, August 4, about 40 miles to the northwest on the Chicago & North Western mainline to Harvard, Ill. The *Freedom Train* is being spotted by a diesel, and No. 4449 pedals backward to move onto her site location.



Dick Yager (left) and Al Phillips grease No. 1 left pin in the Proviso East Yard.

At the same time, the train had to mesh with the C&NW and BN morning commuter traffic. This, together with slow orders at several spots, meant that close attention to timing was critical. The plan was to move the locomotive and her tool cars the mile or so up to the Crystal Lake diamond and wait, off the mainline, till 3:30 a.m. Meanwhile, back at the site, breakdown and preparation of the train itself would go ahead. Between 3:00 and 3:30, C&NW Geeps would spot the train out on the main, ready to go.

At 12:32 McCormack got the lantern signal to move off. He started the bell, pulled three quick toots, and slowly eased backward. The open cylinder cocks blasted forth white, rolling clouds. The engine stepped back through the switch behind us.

"Give me headlight, bright," said McCormack.

Phillips flipped the switch on the Pyle control box over his head, and 4449's big candle bloomed, illuminating the small, lingering crowd and the Freedom Train still being made ready. With the track lined up, McCormack rolled carefully forward, passing alongside the train. Workmen and others on the train waved to us out of the dark. McCormack returned the greeting with a couple of soft pulls on the whistle lever. Phillips tended to his fire and water level.

Boiler pressure on the engine is set at 250, back from the 300 for which she is certified, in order to save the boiler a bit of strain. But this means Al must keep vigilant with the flow of No. 5 fuel oil to insure that the full 250 psi is always there. He varies his firing valve and atomizer, and he keeps the oil temperature at about 150 degrees. He also monitors the water delivery to the feedwater heater. At intervals, the cold-water pump cuts in and out automatically with a whirring whine under the floor, and Al watches the delivery pressure gage.

There was a chill in the air, and the warmth from the roaring firebox felt good. The slowly-chanting, light exhaust sent up billows of steam as McCormack picked his way down the weed-grown siding. The flanges squealed and groaned. He reached the diamond at the mainline, and by lantern signals in the blackness from the C&NW brakeman, he moved through a series of switches to head the engine toward Chicago. Then he parked his charge off the main for a couple of hours nap. As any railroader can attest, waiting is half of his life.

At 3:30 a.m., the railroad was set to go, and the signal was given. Without fanfare, Doyle moved the 4449 back onto the train, now spotted for departure on the left-hand track of the double-track main. Floyd Manning, a young C&NW engineer with an air of solid competance, was to be our pilot into Proviso. He shook hands wirh the crew.

"Ever ride one of these before?" I asked.

"No," he grinned, clearly enjoying every minute of it. "This is a first for me."

McCORMACK completed his standing brake test, using his radio to talk to the rear end. At 3:44 came the highball.

Now, 4449 went to work. A thundercloud of steam shot from the stack and blanked out the stars which a moment before had been winking through the roof hatch. The big rods revolved, reaching out. Soon we were rolling smartly at 35 mph on a perceptible upgrade. Pilot Manning kept McCormack advised of the proper speed to set for each block.

I listened to the stack. The 4449 has a barrel-chested stack sound that is hard to describe. The sound is deep and commanding, yet clear and sharp, with no mushiness. Her valves have

Waving to crowds near Arlington Park, Ill., Aug. 4, as kids pick up flattened pennies.

been so well set that, even at short cutoff, the exhaust beats come in a rhythm that is perfectly square. I had forgotten that marvelous deep exhaust of a GS; now it all came back.

The glow from the firepan flickered outside, glancing off the rural fields and fences. We charged on through the little town of Fox River Grove at 3:58, our speed now up to 40. With all those long cars behind and the undulating profile, 40 felt good, as if the engine were getting a little workout. But, of course, Doyle was using only about half to two-thirds throttle, with a short cutoff. Just a portion of the 4000 to 4500 drawbar horsepower available was being tapped.

At 4:08, Al sanded the flues. As he scooped the sand, his features were thrown into relief by the white-orange light behind the firedoor. The train was on a slight upgrade again, so Doyle worked the throttle a bit harder, to aid the scouring action of the sand. The motorcaders with cameras following along beside us on the parallel road must have been delighted with the resulting smoke. The headlight of a freight appeared ahead and swept by, kicking up dust.

After Barrington at 4:10, the towns came frequently. Even at this early hour, clumps of people were gathered at the stations, waving at the train. In greeting, Doyle played the whistle through each town, letting it bawl and then trail off into the wind.

Just like her exhaust, 4449's whistle is thoroughly distinctive. The engine carries two steam whistles, in fact, one of the same make and model as the original and a higher-pitched, Burlington whistle. Doyle doesn't seem to care much for the latter one, however. And no wonder. The deep chime of 4449 could set your hair on end a mile away. The pitch is several octaves below the usual, but the tone is full, musical, and not flat. Some low-pitched whistles give a steamboat sound, but not 4449's—it's 100-percent locomotive.

THE BIG LIMA surged along, her curling white vortex of steam rushing back over us like a great white scarf against the black. She nosed a bit, but her ride was smooth and rock-solid on the firm track beneath. She felt about like the 8444, which is not surprising, since the engines are so similar in rigging. Compared with the hard-riding 759 at the same speed, the 4449 rode like a Pullman car.

Her headlight picked up occasional bridges and overpasses crossing above track ahead. Each overpass loomed toward us like a shadowy white ghost caught in the light. Each time, the roaring stack would produce a crescendo of sound and then a momentary explosion, as the engine plunged thru at her steady gait.

At 4:35, as we passed Mount Prospect, pilot Manning advised that the turn south to Proviso was coming up in two miles. Another freight on the opposite track, carrying sand and gravel, rolled by. The red marker on her hack passed and then receded in the distance. At 4:40, and at 10 mph, our train crossed over the right-hand track, swung off the mainline and headed down the wye toward O'Hare airport. The train snaked along behind, the big illuminated windows and window-boxes of the display cars lighting up the trees and fields on either side.

Morning twilight began to put just a red glimmering on the eastern horizon. The passenger jets from O'Hare began their morning departures, thundering overhead. As the sky lightened, 4449's whirling exhaust cloud turned pink as she panted along at about 20 mph.

By 5:20, the now orange eastern sky was giving good dawn visibility. At 5:35, we crossed over the Milwaukee Road mainline and paused to pick up Lynn Mack, a C&NW trainmaster who would pilot us into Proviso. He told us that, after arrival at Proviso we would hold till 9:00 a.m. The Chicago skyline was silhouetted sharply to the east. Dwarf signals beckoned ahead.

After picking his way through the seemingly endless miles of yard, McCormack reached his morning's destination at 6:58, at a point short of the commuter line from Elmhurst. As a yellow-and-green C&NW push-pull zipped by, Doyle signalled our arrival with an echoing whistle blast. The morning sun, now fully up, bathed us all in a sharp, clear light.

Later that day, 4449 reached Rockford, following her circuitous route. She rolled into the heart of Chicago, whistle howling. She dove into Union Street on track 19, dodging height clearances that weren't made for her Western-style bulk. Into Aurora, she hit 50 mph in a couple of spots, making up for delays through Chicago; she rode just as smoothly at 50 as at 40. All along the way, thousands of people turned out at every town.

At Aurora, I bid engineman McCormack thanks and turned to find a seat back in the train. In parting, he inquired, "Did you enjoy your ride?"

He didn't have to ask. •

Crystal Lake, 12:15 a.m., August 7th. Ghostly face of No. 4449 looms in deep night.

PHOTOGRAPHS OF THE MONTH

Last stronghold of Fairbanks-Morse power on the Canadian Pacific is the mountainous Boundary sub-division in south-central B.C. CP Extra 8823 East, 1200 feet above Arrow Lake, is halfway down Farron Hill near Mile 45, a short distance west of Coykendall, at 11:30 a.m. on August 20th, 1974. Train snakes downhill once stormed by steam engines in all their smoke and glory.

Michael Wilkie, 595 Leaside Ave., Victoria, B.C. V8Z 2K9

View of Santa Fe's new $5 million tie-treating plant at Somerville, Tex., showing treating cylinders control room house, and tank farm in background. Locomotive at right is shoving a load of untreated ties into a treating cylinder while at the left, a load of treated ties is emerging from the cylinder. The plant's capacity is 1.6 million vapor-dried ties a year and is expected to meet the road's needs until the year 2000.

Santa Fe Railway

Bill Withuhn, 123 Linden Ave., Ithaca, N.Y. 14850

Mrs. Laurie McCormack, engineer Doyle McCormack's wife, and Samantha, on *American Freedom Train*.

Chicago & North Western EMD switcher 1275 ends her unromantic day's work in the company's small yard at Marinette, Wisc.
Philip Doran, 1447 Elizabeth Ave., Marinette, Wisc. 54143

Photograph by David I. Drewery, Hamilton, New Zealand. Collection of J.K. Hayward.

This locomotive was built in the New Zealand Railways workshops at Hutt in 1932. She was the first of 30 K class designed by R.J. Gard and produced at the Hutt shops between 1932 and 1936. The K class represented a milestone in New Zealand engine development. It was a masterpiece of design, for within the restricted confines of the New Zealand system, locomotive loading gage had been built as engine developing tractive effort of 30,815 lbs. yet having an axle loading of only fourteen tons. The K class featured roller bearing axle boxes on the leading loco and tender bogies. They were all converted to oil by 1950.

Long Island 4-6-0 No. 39, on display at Stony Brook for years, will be returned to service in '75. Shown at Mineola, N.Y. in 1938.

IN SEARCH OF STEAM

Mike Eagleson

LONG ISLAND RAIL ROAD locomotive No. 39 will run again. Sounds too good to be true, but the 118-ton Ten-wheeler has been given by the board of trustees of the Museums at Stony Brook (Long Island, N.Y.,) to the Steam Locomotive 39 Preservation Fund, a non-profit organization formed for the sole purpose of restoring her to operating condition. She will take part in Long Island's Bicentennial celebration and be available for off-line trips as well. Preparations have been made for the 4-6-0 to be sent to Pennsylvania for complete overhaul, in order to have her under steam by May 1, 1976. Approximately $50,000 is required and the Fund is well on its way to that goal. Any cash contribution, however small, will help to ensure that No. 39 will be fired up again. Contact the Fund at No. 39, Montauk Highway, Bridgehampton, N.Y. 11932.

STEAM still mixes with the aromatic smell of wood-smoke on the Reader Railroad, deep in the piney woods of Arkansas. The Possum Trot Line, long reported dead, is still alive but only a stub of its former self, its track extending only 3.5 miles. The rest was torn out before the new company took over. Passenger service runs from Ada, a half-mile from the Missouri Pacific interchange, to Dewoody spur, a team track at state highway 24. This takes about an hour, including stops for firewood and water. Engine pushes two old passengercars to Dewoody spur and pulls them back. The line bills itself as a common carrier, but the service no longer is mixed. Because the wooden beams holding the tender-coupler have been smashed, loco's front is hooked to the train for this backwoods push-pull operation. Steam is still 100 percent of the power. Last summer the Reader used two open-platform, wooden-bodied coaches, purchased from the Scott & Bearskin Ry., and operated Saturdays and Sundays thru all October. Our news came from Wally Eakins, 4351 Wyoming, Apt. 274, Dallas, Texas 75211.

A HAND-PUMP CAR of 1890 vintage is kept on display for the summer tourist season of the steam-powered Lake Whatcom Railway at Wickersham, Wash., 10 miles southeast of Bellingham. It was put back into service temporarily last March 23rd after one of the railway employes was attacked by beer-drinking hippies while he was re-digging a trackside ditch out in the woods about a mile from the nearest highway. The Whatcom County sheriff responded to a call for help by sending three uniformed deputies to Park station. From that point, the deputies and F.E. Culp, railway manager, rode the old relic that gandy dancers had used on job a long time ago. It was a strenuous trip, up a 2.4 precent grade.

One of the sheriff's men said: "I hope we're not being followed, as in the movies."

Mr. Culp replied, "Don't look back."

Actually, a steam engine *was* there—ex-Northern Pacific 0-6-0 No. 1070 (Alco, 1907)—but she runs only between early June and Labor Day. Lake Whatcom Railway operates a 1½-hour ride over a former NP branch line through forest and farmland and alongside Mirror Lake, crossing 5 wooden trestles enroute from Park to Wickersham, 9 miles. Besides the handcar, it exhibits the NP business car *Madison Rover,* boxcars, a tanker, and the steam tugboat *Charlotte.* We don't know what luck the law men had in rounding up the hippies.

DIRECTLY as a result of an item in my column in August '73, another steamer has been preserved and may run again. A 1921 Porter-built 2-6-2 coal burner from Louisiana Cypress Lumber Co. was purchased by Warren Frye, 7320 Peachtree, Dunwoody Rd., Atlanta, Ga. 30328. She was shipped to 124 West Broad St., Griffin, Ga., for overhaul. I do not know what became of the 35-ton, 1920 Baldwin 0-4-0T, also for sale.

FOLLOWING a quick, efficient restoration job after 20 years out of service, ex-East Broad Top's standard-gage 0-6-0 steamer No. 6 is now in tourist service on the Whitewater Valley Ry. between Connersville and Metamora, Ind. She looks good and was tastefully restored, reports Cornelius W. Hauck, 8400 Summerhouse Rd., Cincinnati, Ohio 45243.

U.S. ARMY Transportation Depot at Ft. Eustis, Va., operated 2-8-0 No. 607 for the last time on July 4th. The Consolidation has been retired and will be painted and displayed on the post at the Transporation Museum, laments Doug Zimmerman, 1412 Meadowbrook Dr., Johnson City, Tenn. 37601. Reportedly suffering from a leaky boiler and bad driver lubrication, she's the Army's last operable steam loco. Elsewhere in the state, the Southwest Virginia R.R. has been operating on weekends out of Hilton near U.S. highway 421, using ex-Buffalo Creek & Gauley 2-8-0 No. 4 on a 15-mile trip over the Southern's Moccasin Gap line from Bristol, Tenn., to Gate City, Va.

EX-GULF, MOBILE & NORTHERN 4-6-2 No. 425, long stored unserviceable at Phoenixville, Pa., recently has been sold to three members of the Wilmington & Western R.R. Assn. at Greenbank, Dela. Partial ownership is retained by Malcolm Ottinger, who owned the good-looking Pacific when she ran on the Valley Forge Scenic Ry. 1968-'69. Plans call for moving her to Marshalton, Dela., for restoration and display but not for return to steam operation.

BIRMINGHAM RAIL & LOCOMOTIVE CO. of Birmingham, Ala., has bought a standard-gage steam engine for rebuilding and sale, strictly on speculation. Consolidation No. 203, long abandoned in a stone enginehouse on the Rockton & Rion Ry. at Anderson's Quarry, S.C., has been removed. The 1925 Baldwin was first owned by the Washington & Lincolnton R.R. in 1932. The present owner acquired her for

Cornelius W. Hauck, 8400 Summerhouse Road, Cincinnati, Ohio 45243

Whitewater Valley Ry. No. 6 (ex-East Broad Top) at Connersville, Ind., July 27, 1975.

Black River & Western 60 hauls 100-ton hopper for CNJ interchange at Flemington, N.J.

J.J. Maggio, Jr., 102 Bay 11 Street, Brooklyn, N.Y. 11228

the first time in 1932, and sold her to the Rockton & Rion two years later. The R&R used her until 1955. She has been stored ever since, reports Tom Lawson, Jr., P.O. Box 5343, Birmingham, Ala. 35207.

New Steam Books

Railways Then and Now, by E.S. Nock, 9¼x12″, hard cover, numerous photos, color plates, maps, charts, and timetables; publisned in England by Paul Elek Ltd. at £10 and available from Railroad Magazine Book Service.

From 1830 onward, railway fever spread over the globe. This book is a wide-ranging review of historical facts, with lively anecdotes and authentic technical details, lavishly illustrated in color and black and white. It covers scores of countries and six continents, including Australia. With more than 70 railway books to his credit, Nock is perhaps the world's best-known rail author, besides being an expert on railways and locomotive design. His latest work investigates railway and motive power development on a global scale from primative mine runs to transcontinental fliers. U.S. and Canadian railroads and mechanical developments occupy a substantial portion of this book. Space is devoted even to the future of the flanger wheel, the steel rail, and the advanced passenger train with speeds exceeding 150 mph. This is one coffee-table book worth having—to read rather than merely keep in your library.

The Golden Age of Steam, by O. S. Nock, 7½x10″, 235 pages, hard cover, photos, color painting reproductions, maps, and charts; St. Martin's Press, $22.50. Available from Railroad Magazine Book Service.

Another book by the renowned O.S. Nock. This one details the best steam locomotives during the period 1902-'22, before the grouping of railways in Great Britain. A critical and nostalgic memory of locos and men known by the author in an era when highly polished and gaily painted steam locos were supreme.

Western Canadian Steam Locomotive Directory, 8½x11″, soft cover, 8 pages. Richard L. Coulton, Bentley, Alta., Canada TOC OJO, $1.

A review by province of the displayed and operable steam locomotives available for visiting today in Western Canada. •

Jerry Ward, 1002 University St., Memphis, Tenn. 38107

Frisco Mikado No. 1351, presented to children of Memphis, Tenn., Dec. 12, 1952, by the St. Louis-San Francisco Ry., was moved again in June, 1975, but not under her own power. When construction started on a Libertyland Park in the area, the Mike was shifted to new location. She was hauled to her present site in two days by a bulldozer using a cable and wench. Trackwork, consisting of ripping up rails and ties in her rear and putting them down in front so she could be moved ahead, took about a week. The operation attracted the attention of many people who wanted to see her wheels turn again. She was built in 1912 by Schenectady and rebuilt in 1943.

RICHARD J. ALLEN

Interesting Railfan 155

by FREEMAN HUBBARD

Dick Allen shown aboard D&H rebuilt No. 760 (GE U33C) at Binghamton, N.Y., last June.

Photo by John J. Young, Jr. (all others by Richard Allen)

LIKE NONE of the 154 preceding railfans in this series, Richard J. Allen is both a railroad employee—in train service on the Delaware & Hudson—and the official photographer of that same company, as well as an active hobbyist. The combination is unique. And his pretty wife, Cheri, is a railfanette in her own right, not merely one who goes along with her husband on fantrips, having been elected first secretary and now treasurer of the Susquehanna Chapter of the NRHS. That, too, is unusual.

Allen's dual role on the D&H is a status that many fans would envy. Promoted to conductor in 1974, he is currently braking in road service. He is also responsible for all pictures that the D&H needs for its files, its press releases, and its industrial prospects. Photographically, he is Mr. D&H.

After graduating from high school in 1966, he hired out for a full-time job on the D&H and has been with them ever since. First as a clerk for a few months, then as a trainman and now as a qualified and company cameraman. For several years Dick has also been official photographer for a steam-powered tourist short line, the Livonia, Avon & Lakeville, headquartered at Livonia, N.Y.

Says Eugene H. Blabey II, vice president-traffic and treasurer of the LA&L: "He takes our publicity photos, including those used in our brochure and in the *Steam Passenger Service Directory*. The only compensation he gets for this work is a pass over our line.

"It is probably through me that Dick Allen first came to the attention of my friend, Carl Bruce Sterzing, Jr., president and chief executive officer of the D&H. In 1973, when the carrier was planning to mark its 150th anniversary as the nation's oldest transportation company, I was in Sterzing's office discussing plans for their Display Train and the steam special with D&H 302 (ex-Reading 2102) that would run to Montreal, both as part of the celebration. We agreed that it was necessary to record these historical events for the future—also to build up a file of prints for publicity purposes. Many requests had already been coming in from newspapers in the area.

"I told Bruce he had one person 'right in the D&H family' who was a superb photographer and a faithful employee. Dick Allen, of course. At that time Dick was working the trainmen's extra board in Binghamton, mostly on the Mechanicville run. Bruce got in touch with him, asked him to travel as a cameraman with the Display Train, which would stop at 15 cities and towns on the system, and on the steam special to Montreal—which the young conductor was very happy to do."

Mr. Sterzing must have liked Dick's handling of these jobs, for shortly afterward he appointed him official photographer for the D&H.

"Now," our Interesting Railfan tells us, "when the company needs photos I am given the assignment and make my own arrangements. If I have to leave town for a day or two, I inform the crew dispatcher that I'll be away on company business and ask him to mark me off the board."

His assignments come from the president's office. They include ordinary shots of freight and passenger trains for the public relations men, photos of new or rebuilt freight cars to show customers what the D&H has to offer, fantrips on the line, views of retirement banquets and safety-award dinners, aerial shots of industries and industrial sites on the D&H to show hopeful new customers, and so on.

"For me it's an honor to be official photographer," says Dick. "No extra pay is involved, but the job is fun, work, and sometimes exciting. I have also done some P.R. jobs myself by giving

D&H slide and movie programs and talking about the road to groups of people."

Bill Young of Lanesboro Rd., Starrucca, Pa. 18462, who is the editor-publisher of *Railroading* and one of our Interesting Railfans, writes: "Being an official photographer may sound like a cushy job, but Dick has worked many long, tough days at it as one of hundreds of employees who have given extra measure to keep the D&H a standard, self-supporting railroad in the debt-ridden Northeast. Another thing about Dick: he is loyal to his friends, and in my experience that's getting to be a rare quality."

And President Sterzing comments: "As one of many outstanding young men who have been coming along on D&H, Dick Allen is one of the reasons why our road is still solvent and keeping its head—though barely—above water in the sea of red ink in which most major Northeast roads have already been drowned.

"Dick is a professional railroader as well as a railfan in the sense that, like many of us, his vocation is also his hobby. This characteristic he shares with a lot of D&H people. We have a team of dedicated, hard-working railroad pros committed to preservation of the Delaware & Hudson, not only as America's oldest continuously-operated transportation enterprise but also

Erie Lackawanna northbound freight for Syracuse crosses the Chenango River at Chenango Bridge, N.Y., in May, 1971.

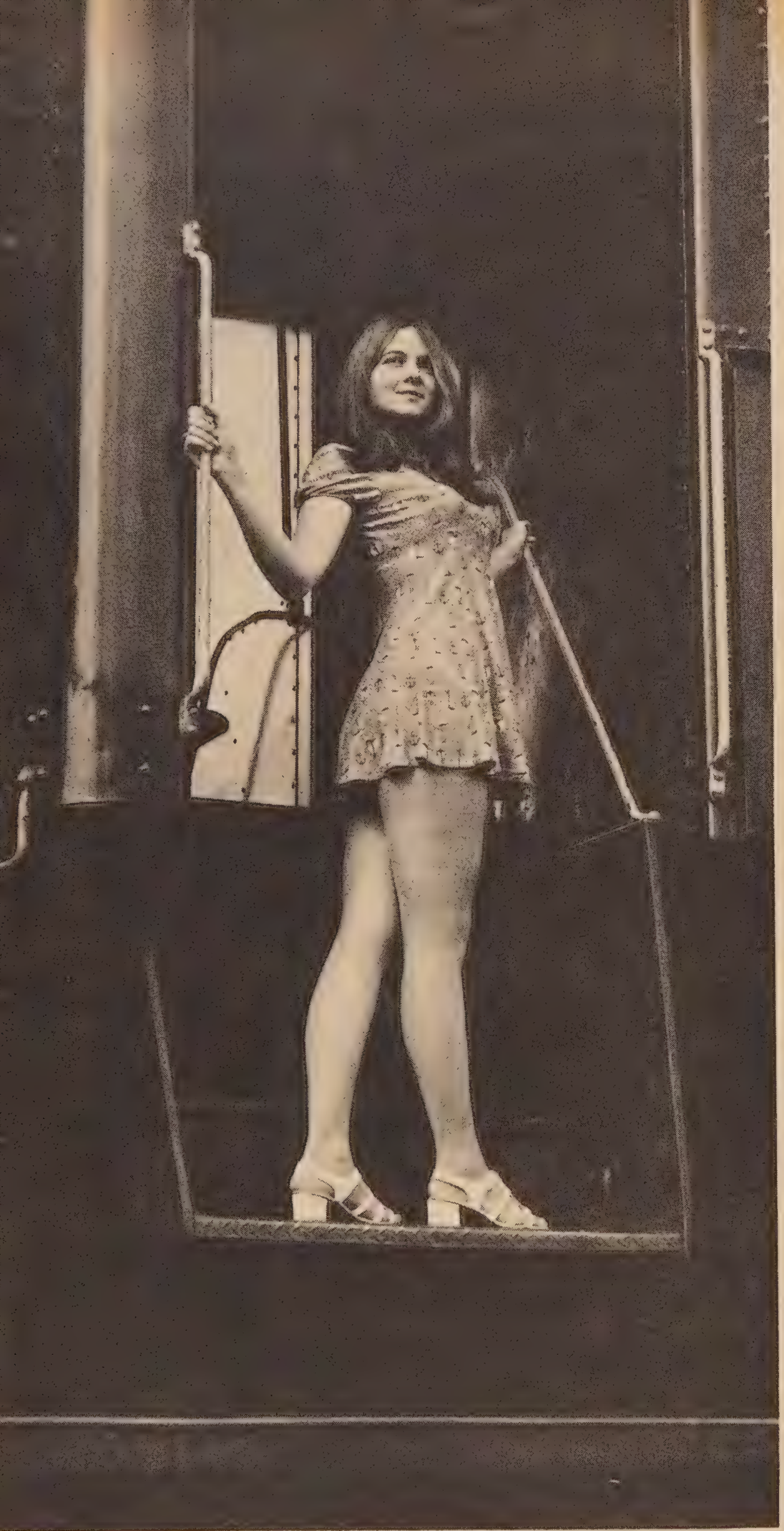
D&H northbound freight with Alco C-628 and two GE U30C's at Starrucca, Pa.

to innovative marketing of new rail services in meeting customers' needs. Dick plays a key role in industrial development—taking numerous aerial photos (as well as others from the ground) of sites for industrial prospects—sometimes hanging out of a light plane hovering in less than ideal circumstances. In so doing he demonstrates the spirit and dedication of the D&H team."

D&H general agent J.R. Mooney

reminisces: "For more than 25 years I've had a personal interest in him, first as a boy who lived near our freight house in Binghamton and often plagued us with his little camera and his questions about the railroad. During his second year in high school, his marks were slipping, and I promised that if he'd get them up to par and graduate from school I would intercede on behalf of his application for employment with the D&H; and I did."

Richard Allen was born on March 29, 1946, in Binghamton General Hospital. His grandfather, Frank Tucker, was a mechanic on trolley cars (and later on buses) of the Triple Cities Traction Company and got the lad interested in rails at a very early age by taking him to the Chenango Street viaduct in his native city and setting him on a railing that overlooked the busy smoke-and-steam-filled yards of the Erie and the Delaware, Lackawanna & Western. From that vantage point the kid saw plenty of action on those two roads and the Lehigh Valley. With growing excitement, his eager brown eyes followed the progress of humble switchers chugging around the yards to make up or tear apart freight consists, and the redball merchandise runs that helped to subsidize the passenger business, and the proud name-trains, rich in history and lore, that lent color to the railroad industry.



Dick's railfanette wife, Cheri, poses on EL sleeper-diner used on wreck train in '72.

They were all there. Roads all over the States, Canada, and Mexico were represented in the Binghamton yards with loads of grain or pig-iron, lumber, cattle, coal, milk, poultry, or what-have-you. As the Bible says (I Kings, X, 22) " . . . came the navy of Tharshish, bringing gold and silver, and apes and peacocks." Such things stirred the boy's imagination. To him, the pictorial emblems on boxcars were sheer magic. In addition, at home, he was given the usual Lionel electric-train set—which, incidentally, he still has and will pass on to his son.

"His HO layout is an unusual place," his wife tells us. "It fills more than half the floor space in our bedroom. I enjoy looking at the model trains and running them. In fact, I helped him by putting together many of the miniature buildings and painting them and tunnels, etc."

As a teen-ager, Dick, with a few pals, would climb to the top of an abandoned Lackawanna Railroad bridge, heedless of safety rules, and dive into the fast-flowing and often muddy Susquehanna River far below. He would also hop rides on DL&W freights and later on Erie Lackawanna transfer runs, traveling precariously from East Binghamton to the D&H yards and back. This, too, was dangerous. But it filled him with longing to work for a railroad, when he grew up, and get paid for the fun of riding trains.

Meanwhile, he took up photography. In 1958, from the viaduct, he made his first railroad picture, using an old Kodak camera that his mother had kept since her high-school days. It showed the famous *Erie Limited* pulled by black-and-yellow PA's. That really got him started. But for several years he felt frustrated because his pix never looked as good to him as some of those published in *Railroad Magazine,* which he had first picked up in a railroad station, and he wondered why.

Then, for the first time, he met another railfan: John J. Young Jr. (no kin to Bill Young). John was a successful photographer. He taught his protege what the lad urgently desired to know about the fine points of taking rail shots.

"What more could you want," Dick asked himself, "than to have an expert teaching you all his tricks?"

On week-ends and holidays, rain or shine, the two shutterbugs would meet on the viaduct to watch and shoot trains. In those days Dick had a morning newspaper route. Out of his earn-

(Top) Erie Lackawanna high-railer truck eastbound on the main at Gulf Summit, N.Y., in June, 1971. (Right) EL's eastbound *Phoebe Snow* at Binghamton, N.Y., running six hours late due to snow, in Dec. 1963. Photo was in Lucius Beebe's last book, *The Trains We Rode*, Vol. 2.

ings he bought a second-hand Kodak Monitor folding camera, size 2¼x3¼, as a result of which his pictures looked more professional. John helped him to set up a darkroom for developing and printing.

"Even today," Dick states, "I still ask his advice on photo techniques."

While in high school our hero received an award for excellence in photography and was staff photographer for his school paper and yearbooks. He was also on the track and cross-country teams, setting a school record for the 600-yard run.

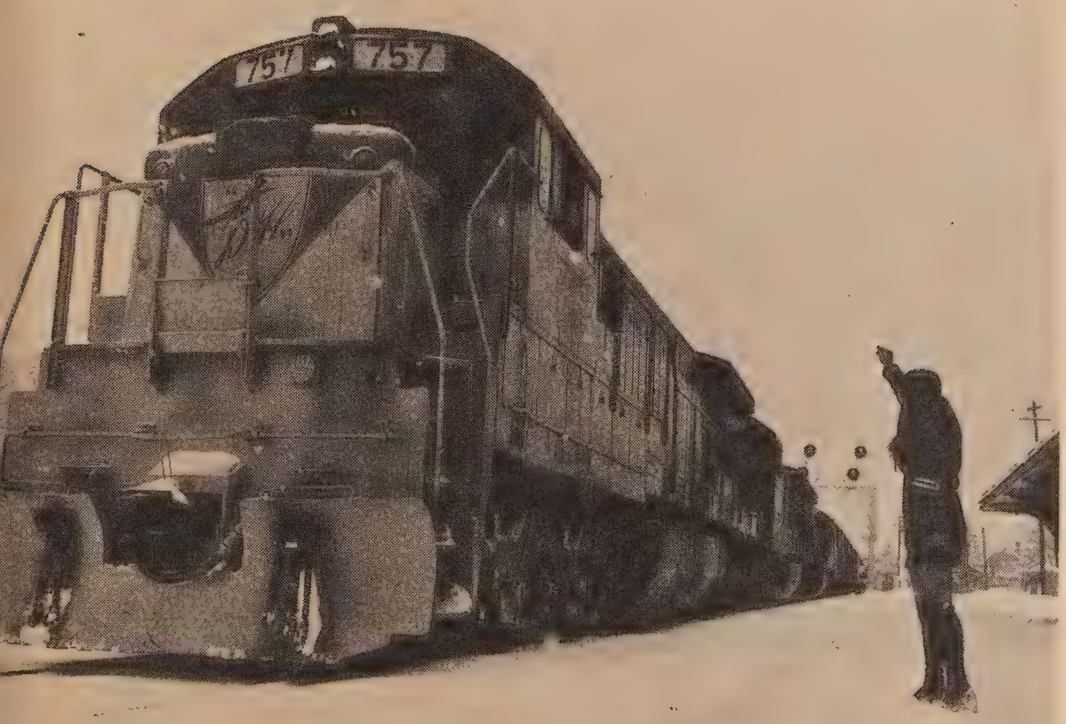
After buying and trading in several cameras, he is now using a Mamiya RB-67 with normal and telephoto lenses, as well as a Nikkormat 35mm with several lenses for wide-angle and telephoto, mostly for color-slides. While on picture-taking trips he looks for places that are scenically pleasing, such as a track winding alongside a body of water, or crossing a river on a high-deck girder bridge, or spots where two or more trains are likely to meet. Also engine terminals. Sometimes he waits for hours or will hike as far as five miles to get exceptional shots. He has had photos used in a long list of magazines and other publications.

"Of all the pix I've taken," he says, "I like the best my winter action scenes with snow being kicked up. An upstate photographer accused me of using a telephoto lens too much, but I think railfans should take the kinds of pictures they prefer. Of course, when I'm on a D&H assignment I make what the company needs."

As a side line, he does all the photography that two law firms in his area require, including views of auto mishaps, fires, accidents in homes, etc. But most of all he likes railroad appeal such as sunsets with a signal bridge or semaphore, or just shiny steel rails reflecting the sun. He goes for human interest, too, whether it's a railroader at work, a railfan doing his thing, or a well-shaped young woman in a railroad setting, so long as the human subjects aren't too ostentatiously posed.

Dick is especially proud of his night shot of the tavern-lounge car of Erie Lackawanna's *Phoebe Snow*. The severe cold and wind that night made it difficult to photograph. He's also pleased with telephoto shots he did of two Amtrak trains meeting and picking up orders on the fly in Florida. Another favorite is one he took of Delaware & Hudson PA's with a 360-mm. telephoto lens just north of Binghamton, having

Debbie Cross, D&H freight agent at Cobleskill, N.Y., waves to the engine crew on northbound WR-1 in Dec. '73. Three GE U33C's power the train through snowstorm.



the lead locomotive, No. 19, framed by a signal bridge.

One unforgettable April evening in 1964 romance entered his life in the person of shapely, vivacious Cheryl-Ann Swift, nicknamed Cheri.

She tells us: "I first met Rick—that's what I call him—at the Capri movie theater in Binghamton, where he was working as an usher, and I picked him up."

They had seen each other before in the halls of learning—i.e., the high school they both attended. Even then the sex-conscious young man was attracted by her feminine mystique. Long, flowing, light-brown hair. big brown eyes and well-proportioned body. Perfect legs. A sexy manner of walking. But at school so many fellows were fluttering around Cheri like white moths lured to a flaming candle that Dick never spoke to her until that night in the theater.

Then he invited the girl to come back a day or two later to see a new film. She accepted, and from that moment on their future was predestined. In time they began chasing trains together, both using cameras. Cheri archly asked him how to tell a PA from an FA and an F-3 from an E-7. Dick just loved to explain such things. By that time she was really hipped on liking trains. But it was not until Christmas Day, 1965, that they became engaged.

The Vietnam War intervened. With tear-filled eyes, Cheri saw him leave for active service in the U.S. Navy. At first he served as ship's cook on a destroyer tender. (Dick is basically a "meat and potatoes" man.) Then he was promoted to third-class petty officer, transferred to a destroyer's escort, the *USS Brumby,* DE-1044, as chief cook and in charge of the ship's whole commissary section. Still later, Dick and several shipmates were sent to a U.S. Marines base in Virginia for training as an amphibious assault team for Vietnam, and he was second in command of this team; but they never went into combat.

On July 8, 1967, war or no war, he married Cheri in Main Street Baptist church in Binghamton. According to Mrs. Wade L. Rendle, it was a "Cinderella" ceremony, with the bride and her attendants clad in gay flouncy hoopskirts, each bridesmaid in a different rainbow hue. On their honeymoon in Ontario, Canada, the ecstatic couple rode a GO train, which was Cheri's first train ride. They set up housekeeping in Providence, R.I., where Dick was then stationed. After he said good-bye to the Navy, they moved back to their home area and are living today at Nimmonsburg, N.Y., their mailing address being 14 Ethel Street, M.R. 99, Binghamton 13905.

Gene Blabey of the LA&L is authority for the fact that "Dick is modest and self-effacing"—too much so, Cheri tells us. We found that out for ourselves when we were gathering material for this article. Gene adds: "He is a good family man and his wife backs him 100 percent in his railroad hobby. I've often been in their home just north of Binghamton and enjoy 'talking shop' with him."

Our impression that Railfan 155 is unselfish, good-humored, friendly, and considerate is confirmed by Richard A. Horstmann, executive assistant in the Office Building of the House of Representatives, Washington, D.C.

"But," Mr. Horstmann points out, "he is not within grasp of sainthood. The devilish glint in his brown eyes and his mischievous grin reveal something impishly human. Especially his visual appreciation of the opposite sex. That appreciation, honed to a fine degree of discernment, is best exemplified in his gracious and attractive wife."

"I married Dick because I loved him," Cheri says with a bright smile, "and I still do, more than ever, even though he is quick-tempered (I, too, am far from perfect) and, as some of his friends will tell you, has a roving eye."

Friends? Dick himself admits it. "I'm crazy about women and consider myself a girl-watcher. So I try to look nice to impress the young women I meet. But Cheri is the woman I love."

Our Interesting Railfan is three inches short of six feet and weighs a well-proportioned 156 pounds. His legs are strong and slim, his arms long, his hands large, his shoulders broad, and his hair brown and wavy. He is a nonsmoker and a light drinker. His reading habits are confined mostly to magazines, rarely books. Among other periodicals, Dick enjoys *Playboy* while his wife likes *Playgirl.* Does that tell you anything about this well-mated couple?

Cheri's interest in railroads is so genuine that, as we have said, she was elected secretary and is now treasurer of the Susquehanna Chapter of the National Railway Historical Society. Dick has served as vice president, president, and program chairman of the same chapter. For six years he has also been a "smoke-eater" and as such is currently vice president and captain of the Nimmonsburg Volunteer Fire Company. He is likewise a member of the Society for the Preservation and Appreciation of Antique Motor Fire Apparatus. But he doesn't like organized sports except watching stock-car races. He and his wife enjoy swimming together and 10-speed bicycle riding.

She sews many of her own clothes and her sons', collects salt and pepper shakers and tropical fish. The family zoo consists of a yellow parakeet named Sunshine and a door-watching dog named Teddi. Now and then the Allens have eight or ten railfans in their home and show favorite slides, sometimes Cheri's, on a screen.

"We have two sons, Ricky and Jeffery Michael," Cheri says with a glow of maternal pride. "Ricky is now five years old, has often gone with us on fantrips and train-chasing, and is becoming quite a fan himself. Jeffery was born last August 18th. When I first met their father I thought he was a bit nutty to show such an interest in trains, but now I'm that way myself. I take slides of trains, cabooses, and stations."

She was a popular hostess on the D&H sesquicentennial trains and on many fantrips. A fall foliage special over the D&H found her working the snack car, and when the road ran an excursion to Albany last April she had a grand time as hostess and car attendant for her NRHS chapter. Cheri sums herself up in these words: "I like being a woman and being treated as one." •

D&H southbound freight with four EL pool power locos crosses bridge at Starrucca.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.

Canadian Pacific 4-4-0 No. 144 during last days of regular service in mid-50s between Norton and Chipman, N.B. She's now at Canadian Railway Museum, St. Constant, Quebec.

Photograph by Russell F. Munroe

1. How were the Ringlemann tests for engine-smoke density conducted?

Years ago, during the steam era, various municipal, state, and railroad company inspectors kept a keen eye on passing trains and determined the exact density of smoke emitted by means of charts known as Ringlemann tests. Six charts, ranging from clear to 100 percent black, were placed about 50 ft. from the observer. They were nothing more than ruled lines of varying thicknesses. When set at a distance, the lines disappeared and shades of gray developed. By comparing the smoke with the closest gray on the chart the exact percentage was determined. Many cities permitted 40 percent smoke, but above that they placed a ban. In some cases, however, 60 percent smoke was okay for short periods, depending upon the number of cars hauled. Any smoke above that was strictly forbidden.

2. Any info on Canadian Pacific's experiments with flame-hardened piston-ring grooves 30 or so years ago?

Yes. CP received forty-five 4-6-2s from the Canadian Locomotive Co. of Kingston, Ont., in 1945. Numbered 2418-2462, the last ten, 2453-2462, were equipped with flame-hardened ring grooves. Five of these locos also had die-made aluminum crosshead shoes. The flame-hardened process had been used rather extensively on tank-turret tracks and was introduced to reduce maintenance costs by prolonging piston life.

3. How large is the Chessie System marine fleet?

As of September 1, Chesapeake & Ohio had 5 tugboats, 3 Lake Michigan carferries, one river carferry, 4 carfloats, and one unclassified. Baltimore & Ohio navy consists of 2 tugboats, 9 covered barges, 5 deck scows, 12 carfloats, and 2 unclassified.

4. What was the SV&E Railway?

The Sacramento Valley & Eastern, incorporated in 1906. It ran from Pitts to Bully Hill, Calif., 16 miles, had 2 locos and 4 cars, and was abandoned in 1932.

5. My husband, a Chicago & North Western machinist has just been retired. Is it true that you attain your age for purposes of railroad retirement and certain other legal matters on the day before your birthday?

Yes, for example, if a man's 65th birthday is November 1, 1975, he actually attains age 65 on October 31, 1975, and his closing date would be November 30, 1975. If he was born on any other day in November, his closing date would be the last day of December.

6. Which was the first locomotive to run in New England?

The *Meteor,* which began operating out of Boston, Mass., on the Boston & Worcester (now part of Penn Central) on April 4, 1834. She could make 20 mph, which was a high speed in those days.

7. Words, please, to a poem, "Snakes."

This poem, by Bob Crabb, refers to switchmen, who were called snakes because of the large serpentine S on the emblem of the old Switchmen's Union of North America. Here is the meaning of other lingo mentioned by Crabb: *shacks,* brakemen, so called from the fact that they ride the caboose, sometimes known as a shack; *garden,* railroad yard; *goat,* yard engine; *clowns,* switchmen or yard brakemen; *ringmaster,* yardmaster; and *drag,* slow freight train.

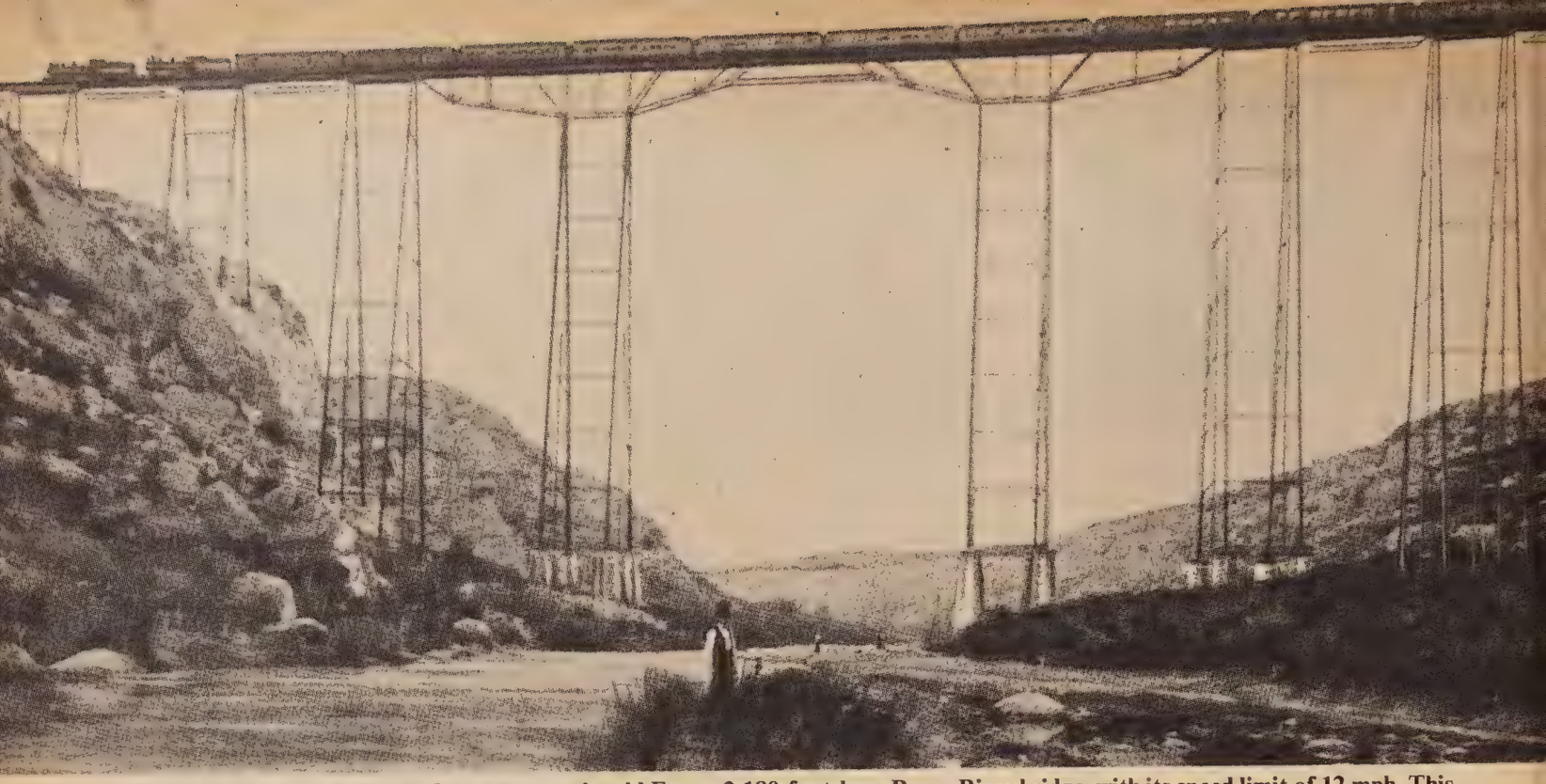
I've traveled east, I've traveled west
From Philly to Santa Fe,
From Canadian scenes to New Orleans
And out to Frisco Bay.
From San Antone to Cairo,
From Cincy to Albuquerque
I've ridden the trails of the singing rails,
A boomer looking for work.

The lumberjacks are a hard-boiled crew,
And stevedors are tough,
As hard as rocks, along the docks,
They brawl and do their stuff.
Shacks are not so meek and mild,
They've got the sand it takes.
But I've got a hunch that the hardest bunch
Are those wild birds, the snakes.

A snake, old dear, is a switchman,
He fears neither devil nor man;
He thinks that rules were made for fools,
But he does the best he can.
He does his work in the garden,
Under the ringmaster's frowns
His engines a goat, and I'll have you note,
His helpers all are clowns.

His language may be untidy,
Lord! How the guy can cuss!
Now, you be the judge, he does not say fudge!
But, I guess a parson would fuss.
He swears by the moon and the sun,
And damns by the shining stars.
Why, brothers and sisters, his language blisters
The paint from the red boxcars.

The long freight pulls into the yards,
The goat goes against the train.
In a couple of shakes, the rollicking snakes
Have busted the drag in twain.



A spectacular train ride in bygone days was over the old Espee, 2,180-foot-long Pecos River bridge, with its speed limit of 12 mph. This old span, 321 feet above ground, was the scene of a movie thriller, a wedding, and a daring girl's horseback ride.

8. What can you tell me about the old Espee bridge over the Pecos River in Texas?

It was a wrought-iron viaduct spanning the river gorge at a height of about 300 ft., the world's highest in 1892, when Phoenix Bridge Co. built it. Its length, 2,180 ft., was nearly 800 feet more than the span which replaced it in the mid-1940s. The bridge consisted of plate and lattice-girder spans, supported on high 4-leg viaduct towers, except for a cantilever-truss spain in the center, which was 185 ft. across and directly above the river. In 1909 the bridge was reinforced, and its capacity was increased several times. It required constant attention, however, and the SP decided to replace it in order to preclude possible traffic delays.

9. Any info on Toonerville Trolley?

Yes, indeed. At one time this syndicated comic strip was a national institution. It dates back to the time when Fontaine Fox was a young newspaper artist in Louisville, Ky. His editor, determined to improve service on the antiquated Brook Street streetcar line in that city, assigned him to draw sketches lampooning it. That, however, did not lead directly to the Toonerville series. The latter arose from a visit Fox made to C.A. Voight, a fellow cartoonist, creator of the then-popular comic strip "Petey Dink and Betty." When Fox took a trolley from Pelham, N.Y., station to Voight's house he was amused by the "rattletrap of a streetcar" and by the fact that the motorman, known as "The Skipper," seemed to know everybody along the route. This recalls an old friend of ours, "Doc" Hoagland, motorman for many years on the New London Division of the Connecticut Co.) The Skipper even directed Fox to Voight's home. From this incident sprang the trolley comics that brought fame to the cartoonist and many laughs and fond memories to most of us.

A Yuletide card that Fontaine Fox sent to one of our authors.

10. Which Northern Pacific engine held a long-distance freight record?

Mikado No. 1844, class W-5, in 1925 set a then-world record for long-distance freight runs by hauling a full-tonnage freight from the Pacific Northwest to Minneapolis and St. Paul, 1,892 miles, without uncoupling from her train. She was one of a series, Nos. 1835-1859, built by Alco in 1923 and assigned to the Yellowstone Division until the big Z-5 2-8-8-4 articulateds replaced them. For years the 1844 was used out of Muir, Mont., in helper service over Bozeman Pass. In her twilight days she worked on NP's Lake Superior Division.

11. What were Rip Van Winkle sleeping cars?

These were built by one of Pullman's many rivals, a company owned, along with 17 other corporations, by E.H. Paine, a sleeping-car tycoon of the 1860s and early '70s. A merger of interests led to formation of the Crescent Sleeping Car Co., an operating company like Pullman, which had contracts to run sleepers over several roads, among them the Louisville & Nashville. On June 19, 1872, the newly formed Pullman Southern Car Co. took over all physical assets of Paine, Harris & Co., the holding concern, and its numerous affiliates.

The design of Rip Winkle sleepers was both intimate and ingenious. In the daytime, passengers faced each other upon longitudinal sofas. At night, the sofa became the lower berth, its tilted back permitting double occupancy. A partition separating the sofas by day was made into a complete headboard at night by extracting a supplementary hinged portion from under the cushions. There were also upper and center berths, for single occupancy only. Both of the latter were "staggered," permitting the occupant of each to partially see his neighbors. However, the conductors in that long-ago time insisted that the occupants "tend to their own knitting" and no funny business.

12. Tell me about British Columbia's Slave Falls Railway.

This juice line, built by the Western Canada Power Co., in 1912 as a steam route, connected the company's works on the Slave River with the Canadian Pacific mainline near Ruskin, B.C. Originally used to bring men and materials to the Slave Falls hydro-electric development, it was later taken over by a subsidiary of the British Columbia Electric and electrified in 1922. Supplementing two Shays, several BCE motors

were brought up from Vancouver. In later years the line served a power development at the Ruskin dam and a few industries along its seven miles of single-track. Completion of work on the dams and closing of local industries took away most of the business which the line depended on. With no future prospect of traffic and no opposition to abandonment, service ceased late in 1944.

13. When did fast freight service begin between New York and Chicago?

As early as 1879, when the Pennsy and the Pittsburgh, Ft. Wayne & Chicago jointly undertook to move several carloads of tobacco from New York to Chicago in 24-hours, at an average over-all speed of about 40 mph.

14. How come the word "Burlington" in Burlington Northern Railroad?

Burlington is an Iowa city that began as a settlement of three log cabins. It was named by a New England dentist, who for $50 bought both the first lot and the right to name the community. In 1834 Dr. John B. Gray came to the settlement on the west bank of the Mississippi River in what was then the Iowa District of the Wisconsin Territory. Although the place had long been known as Sho-quo-quon, an Indian term for Flint Hills, Gray renamed it Burlington in remembrance of his old hometown, Burlington, Vt. The latter had been named after the Burling family, prominent pioneer landowners in that area.

The new Burlington was the chief settlement in "Demoine" County by Sept. 1834. It served as the Iowa territorial capital from 1838 to 1841, with the Legislature and state courts holding sessions in the old Zion Methodist meetinghouse. The word Burlington entered the railroad industry when the CB&Q R.R. Co. name was adopted in 1864, although predecessor companies had reached the area in 1849. More than a century later, shortly before consolidation of the CB&Q, Great Northern, Northern Pacific, and SP&S railways, the corporate name BN Inc. was adopted by the merging companies because they believed it would best retain at least a portion of the old companies' entities. Down through the years, the CB&Q had been generally referred to as the Burlington, while Northern was a key word in both the GN and NP.

15. I'm retiring soon as a Western Pacific conductor. Are regular railroad retirement annuities subject to income taxes?

No, nor are survivor benefits or the unemployment and sickness benefits paid by the U.S. Railroad Retirement Board.

16. Name Indiana steam roads in early 1930s.

There were 33 in all, namely: Algers, Winslow & Western; Baltimore & Ohio; B&O Chicago Terminal; Chicago & Eastern Illinois; Chesapeake & Ohio; Chicago, Attica & Southern; Big Four (NYC); Central Indiana; Chicago, Indianapolis & Louisville; Milwaukee; Elgin, Joliet & Eastern; Erie; Evansville, Suburban & Newburgh; Ferdinand; Grand Trunk Western; Illinois Central; Indiana Harbor Belt (NYC); Indiana Railroad System; Indianapolis Union; Kentucky & Indianapolis Terminal; Louisville & Nashville; Lake Erie & Western; Louisville, New Albany & Corydon; Muncie & Western; Michigan Central (NYC); New Jersey, Indiana & Illinois; New York Central; Nickel Plate; Pennsy; Pere Marquette; Southern; Twin Branch; Toledo, Peoria, & Western, and Wabash.

17. When did the first train run from St. Louis to Kansas City, Mo.?

Sept. 20, 1865, over the Pacific Railroad of Missouri (now Missouri Pacific).

18. What was the "Frog War"? Did it have anything to do with Railroad Magazine author "Frog" Smith?

No. The blasts of an outraged engine helplessly bound in chains to its rails jarred the peaceful countryside at Hopewell, N.J., on Jan. 5, 1876, signaling the outbreak of that so-called war. The trapped loco, one of Pennsy's mightiest, had been standing guard just west of town for months to block the new Delaware & Bound Brook R.R. from laying its frog across the PRR track. A frog is a device at the intersection of two railroad tracks to permit one track to cross the other. That frog would complete the new line's route between Philadelphia and New York, which the Pennsy, having a monopoly in New Jersey, did not want.

Construction of the D&BB track had come to a standstill days before as crews neared the obstructive Pennsy loco. D&BB crews idled restlessly, watching the Keystone Road's guardian vigilantly steam back and forth over the spot where the frog was to go. That morning, when she backed onto a siding to let the 7:15 train through, about 200 Bound Brook men stormed from hiding and chained the giant to the rails. As she steamed and snorted in fury, they hammered in the frog, rolled a D&BB engine over it, and threw up barricades of ties removed from Pennsy track. Minutes later, a Pennsy engine was sent to ram the barricades. She crashed through, rolled over the road where the ties had been removed, and sank in the mud just short of the D&BB loco. Armed workers paced cautiously through the night, waiting for their rivals to make a move. Next morning, 1,500 spectators and thousands of workmen stood watching and waiting for trouble. Then a court order restraining the D&BB from meddling with Pennsy property was announced. D&BB men exploded by ripping up the big road's track and overturning a Pennsy locomotive. U.S. militia restored order. D&BB's right-of-way was upheld a day later. The Pennsy eventually abandoned that section of its road. Today the Reading, D&BB's successor, rides the rails past the site.

19. What do initials LR&N stand for?

Louisiana Railroad & Navigation Co., incorporated in 1903 to succeed the old Shreveport & Red River Valley Ry. The line from New Orleans to Shreveport was opened in 1907, and by 1918 it had 45 locos and 1,433 cars. In 1929 it was leased to the Louisiana & Arkansas for 999 years.

20. How is the Denver & Rio Grande Western doing financially? Any new power?

Like most carriers, their first half-year earnings dropped. But 1974 net income gained over the previous year, due to the increased amount of coal hauled, plus significant rises in freight rates. Since both Colorado and Utah have large reserves of BTU low-sulphur suitable for steam and metallurgical uses, coal tonnage is important in frieght traffic. Revenues generated from the movement of all major commodity groups, except lumber and wood products, rose from 1973. Expense, especially for fuel and labor, rose measurably.

D&RGW recently bought 18 new SD40-T2 locos, costing over $7 million. Powered by 16-cylinder turbocharged GM diesel, these locos deliver 3,000 hp to six direct-current series, roller-bearing, force-ventilated, axle hung motors. They have modular controls for easier maintenance and are numbered 5356-5373. Built on a SD45 frame, the SD40-T2's are 70' 8" in length over the coupler pulling faces. These locos will be used primarily in unit coal-train service.

Running Extra

RE INQUIRY in June '75, it is true that the Leavenworth & Topeka Ry. extended between Leavenworth and Meriden Junction, Kan., 46.6 miles. For most of its life its daily mixed train continued on between Meriden Junction and Topeka, 10.2 miles on trackage rights over the Santa Fe. My dad was joint agent for both Santa Fe and L&T in Leavenworth, 1906-'13. The L&T had one engine, No. 1, a 4-4-0. When she was in the shop, a Santa Fe Eight-wheeler substituted. Dad's boss, Santa Fe superintendent C.T. McLellan at Emporia, was also president of L&T.—Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206.

LONG ago I rode Public Service streetcars in Jersey City. Anyone have info on their routes, types of equipment, locations of carbarns, or trackage terminal or junction disgrams? Also lines in Newark, Hoboken, Bayonne, Union City, and the Oranges.

Any street maps of Jersey City available? I can supply similar info on red and yellow cars that ran in Los Angeles.—John Rapoza, 9552 E. Live Oak Ave., Temple City, Calif. 91780.

NOTICED in March '75 a photo of Canadian National's first diesel-electric loco, No. 9000, in passenger service. It was also at first, circa 1928-'29, used on fast freight between Toronto and Montreal, and probably the first diesel in road service in North America. During WW2 it was sheathed in metal for use as an armored train, being secreted around Prince Rupert, B.C., but was scrapped in 1949. This diesel didn't make the 67-hour record run (which I witnessed in Edmonton) in the fall of 1925. I believe diesel-electric rail car (or oil-electric railliner, called by some manufacturers) No. 16820 made the Montreal-Vancouver run with all mainline switches spiked.—J.G. Cote, retired CNR Historical Researcher, 14220 Ravine Dr., Edmonton 50, Alta., Canada.

WAS the 65 miles of Santa Fe track between Williams, Ariz., and the Grand Canyon ever owned by another road?—Harold Franck, 39 Ferncliff Rd., Morris Plain, N.J.

I have a railroad lantern with initials PS&NRR. What road was it? Was there more than one PS&N?—Kent Hamilton, Caribou Lake R.R., DeTour Village, Mich.

ROSS WINANS invented and built "Camel" locomotives for the Baltimore & Ohio. There were relatively few. Locomotives popularly referred to as Camelbacks were more properly called Mother Hubbards. Only roads using anthracite fuel operated them. Because anthracite burns with less BTUs than bituminous coal, a large firebox was needed to generate the necessary steam. In those days all motive power was smaller and lighter than after World War I. To accommodate the larger firebox, there simply wasn't enough room for the engineer. So they moved him to a position near the top of the boiler. There was another reason, too. If the engineer sat at the rear, the firebox width kept him from getting an adequate view forward.—Herbert Clapper, Box 507, Boothbay Harbor, Maine 04538.

THE DRI&NWR was probably an early tri-city electric line, the Davenport, Rock Island & Northwestern.—David I. Rees, P.O. Drawer R, Ajo, Ariz. 85321.

I WANT info on right-of-way of Pittsburgh, Binghamton & Eastern.—Richard Shannahan, 126 Beethoven St., Binghamton, N.Y. 13905.

MADRID, N.M., is the site of the Old Coal Mine Museum, with two ex-Santa Fe 2-8-0 steamers and a gas-mine loco. It's located on New Mexico Hwy. 10-14 midway between Santa Fe and Albuquerque. The Cerrillos Coal R.R. Co. built a standard-gage line in 1892 from Waldo, on the Santa Fe, 6½ miles to Madrid. The Santa Fe bought it and the mines under foreclosure in 1901. The mines closed in 1954; the line was abandoned in 1960. The locos are Nos. 769 and 870, the latter with a tender from SF 874. During an Oct. '73 visit, I paid a small fee to enter the museum grounds, which also displays antique cars, mine office, loco repair shop, jail, and coal-loading facilities. Other than the museum, a souvenir shop, restaurant, and bar, Madrid is a ghost town with empty former homes of mining families dotting the canyon.—Evan Ammeson, 314 Devonshire Rd., Rower Lakes, Barrington, Ill. 60010.

WHERE can I get binders for Railroad Magazine?—Bryce Fossum, Box 357, Coulee Dam, Wash. 99116. (*Ed. note:* Try any large stationery store.)

PERE MARQUETTE Berkshire No. 1223 is displayed at Detroit Fair Grounds. The Purdy Co. scrapped engine 1222 in Chicago. I have her number plate and one of her builder's plates.—Art Million, C&O Historical Society, 1205 Oakes Ave., Grand Haven, Mich. 49417.

I HAVE a pocket watch of about 1890 with name Burlington on its face. You can unscrew the crystal and pull a small pin to set the time. After removing the back, a smooth gold surface hides the works. Anyone know about such a watch?—Lynford Martland, Box 92, North Jackson, Ohio 44451.

REGARDING an inquiry in April '75, Canadian Pacific 136 is at York Loco Preservation, Inc., Bolton, Ont.; No. 144 is at Canadian Railway Museum, St. Constant, Que., and No. 2929 was acquired in 1959 by Steamtown, Bellows Falls, Vt. According to the *Canadian Railway Museum Guide*, CP built No. 144 at its Delosimier Shops, Montreal, in March, 1886. The engine was originally No. 351, but renumbered 144 in 1912. She is similar to the one that pulled the first through transcontinental train from Montreal to Port Moody, B.C., in July, 1886. Originally built to burn wood, 144 was rebuilt as a coalburner with a new boiler and narrow stack sometime after 1910. Extensively rebuilt in 1914, she was used in regular service on a branch line in New Brunswick until Dec. 1959, when she was retired after 73 years of work. She has been overhauled and is still in good mechanical condition.—Lorne Judge, 210 Bridge St. W. Napanee, Ont., Canada K7R 2E6.

I RECENTLY acquired a complete scale model of the Seely Non-Friction Car Truck with blueprints. Made entirely of wood, it was apparently the original model submitted by John B. Seely, the inventor, to the U.S. Patent Office on March 20, 1910, and manufactured by Seely Non-Friction Car Truck Co., Hammonton, N.J., in the early 1900s. Any info on this model? Any value as an antique?—Matthew Mulch, 503 Grandview Ave., Pitman, N.J. 08071.

ARCATA & MAD RIVER was not a 3-footer. It was 45¼" gage.—George Capdevielle, 6140 Hillmont Dr., Oakland, Calif.

I AM CONFIDENT there were more Pullman sleeping cars in the Cascade series than you mentioned. New York Central ran at least 33 of them (Pullman plans 4072A, B, and C) and Pennsy had about 46 of plan 4072B and C. The Pullman Co. itself maintained 8 in so-called pool service. Later, B & O bought some of these cars (*Cascade Bluff, Cascade Boulders, Cascade Gully,* and *Cascade Locks*), along with three new Cascade series 10 and 5s. Of the remaining Pullman-owned Cascades, the *Cascade Basin* is preserved by H. Lansing, Vail, Jr., Cleveland, Ohio. This is reported to have been the last car owned by the Pullman Co.—Mrs. Marcia Payne, 131 Eagle Court, Elyria, Ohio 44035.

I WANT data on the Baltimore & Annapolis and the Washington, Baltimore & Annapolis. The B&A had been a steam line, and later electrified. Passenger service ended in 1950. WB&A was steam, then juice, before being abandoned about 1935.—Bro. Barnabas D. Hipkins, CSSR Provincial Archivist, Redemptorist Provincial Archives, 7509 Shore Rd., Brooklyn, N.Y. 11209.

WAS the Erie the only road to have the Centipede type loco?—Todd Sasso, 376 Monroe St., New Britain, Conn. 06052.

ANSWERING a query about the Yazoo & Mississippi Valley, it was incorporated in 1892 as a merger of two older roads. Illinois Central controlled it as early as 1893. Its mainline ran from Memphis to New Orleans via Vicksburg, and it had branch lines in Mississippi. On June 2, 1926, it leased two roads, forming the Vicksburg Route from Meridian, Miss., to Shreveport, La. The Y&MV properties, including the leasehold of the VR, were transferred to the IC on July 1, 1946, and the Y&MV was subsequently dissolved.—David Cameron, Box 24328, Los Angeles, Calif. 90024.

HOW MANY trains, at the peak of passenger travel, ran between New York and Chicago; New York and Kansas City; Chicago and Los Angeles; Chicago and Seattle; Chicago and Houston; New York and Miami, and New York and New Orleans?—Daniel King, R. 2, Box 133, Dover, Del. 19901.

WHAT became of Southern's idea of a chime whistle on their diesels, supposing to soune like a steam loco? If I recall correctly, they did this during the early fifties, or about the time they moved to diesel power.—Kenneth Ondracek, RR1, Box 168, Waterloo, Neb. 68069. •

PASSENGER TRAIN SURVEY

NUMEROUS schedule changes went into effect Sept. 14 as Amtrak made seasonal adjustments in the Northeast. Included were a new through early-morning service from Springfield, Mass., to New York, Philadelphia, and Washington, and schedule adjustments of the New York-Boston TurboTrains.

The new service leaves Springfield at 6:15 a.m. and arrives in New Haven at 7:45. It is then attached to Amtrak's *East Wind* from Boston, arriving in New York City at 9:45, Philadelphia at 11:38, and Washington at 1:55 p.m.

Revisions were made on Amtrak's New York-Boston TurboTrains. The day's first southbound train, No. 151, was moved from a 9 a.m. Boston departure to 7 a.m. All Turbos operate on schedules 15 minutes longer than previously, due to major trackwork underway between New York and Boston.

Train 181, the *New Englander,* which had been leaving Boston at 7:10 a.m., was discontinued, as the Turbo Train now leaves at 7:00 a.m. Train 150, the *Flying Yankee,* which operates with Turbo equipment, now departs from New York northbound at 4:10 p.m., instead of 2:10 p.m.

Train 168, the *East Wind,* which had been departing Washington at 5 a.m. en route to Boston, now originates in Philadelphia at 7:15 a.m., the same it had been leaving Philadelphia. Local passengers between Wilmington and Philadelphia are accommodated on trains of the Southeast Pennsylvania Transportation Authoirty. As part of the seasonal adjustments, two trains, 46 and 47, which operated from Harrisburg, Pa., to Boston on Saturday morning and returned Sunday evening, have been canceled. So has a summer-only train, No. 186, the *Mayflower,* which operated on Fridays only from Washington to Boston.

Train 184, which had run from Philadelphia to Boston, now goes only from Philadelphia to New York, where its passengers can connect with a New York-Boston TurboTrain. Train 167, the *Chesapeake,* previously linking New York and Washington, now runs only as far south as Philadelphia.

Two New York-Florida trains—the *Silver Meteor* and *Champion*—have been consolidated Sept. 14 through Dec. 11 because of reduced travel demand. The New York-Miami *Meteor* and the New York-St. Petersburg Champion, *both operating via Charleston, S.C., now run on a combined schedule between New York and Jacksonville, Fla., but still make all previous stops. At Jacksonville, the two trains are separated, the Silver Meteor* proceeding to Miami and the *Champion* to St. Petersburg.

Over the Christmas and New Year's holidays, these trains will again operate on separate schedules to serve the increased

The reliable GG1 is still the mainstay of power for Amtrak trains on the Washington, D.C.-New Haven, Conn., run. Two are lined up for sand at Ivy City, Washington in June, 1975.

Charles R. Kilbourne, 14706 Willoughby Rd., Upper Marlboro, Md. 20870

Which is more interesting to you, the Reading commuter train which has just pulled into the Rydal, Pa., depot, or the young lady who seems to be looking for something? In other words, are you a train-watcher or a girl-watcher? Incidentally, the scene is a Railroad Station Historical Society convention trip last June. Club was meeting in Philadelphia.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19101

number of travelers. Right now the combined *Silver Meteor* and *Champion* offer improved dining-car service and more varied menus. There is a "hospitality hour" on board from 4:30 to 6:00 p.m., with drinks selling for only $1 in each of two lounge cars. First-class passengers are served free *hors d'ouvres.* Free "wake-up" coffee and orange juice will be given every morning on both lounge cars.

Passenger service representatives regularly ride the combined *Silver Meteor* and *Champion.* They are responsible for all special service functions, including a door-prize drawing and bingo games in the recreation-lounge car. Service supervisors also ride the trains.

There is no schedule change for the *Silver Star,* operating between New York and Florida via Raleigh, N.C., and Columbia, S.C. But starting Sept. 14, a Chicago-Florida train, the *Floridian,* has a new schedule and new stops at Lafayette and Bloomington, Indiana.

The Florida-bound train leaves Chicago at 9:00 p.m., one-half hour later than its previous schedule. It will stop in Lafayette at 12:05 a.m. and in Bloomington at 3:15 a.m. The train will arrive in Nashville at 11:00 a.m., and Jacksonville at 3:30 a.m. In Jacksonville, it splits. One section goes to Miami, the other to St. Petersburg via Orlando. Arrival times are 7:15 a.m. at Orlando, 11:15 a.m. at St. Petersburg, and 11:59 a.m. at Miami.

Northbound, the *Floridian's* Miami section now leaves Miami at 5:35 p.m., 20 minutes later than the previous schedule. The St. Petersburg section leaves St. Petersburg at 6:05 p.m. and stops in Orlando at 9:45 p.m. The two sections combine, leave Jacksonville at 1:50 a.m., and stop in Nashville at 5:00 p.m., Bloomington at 12:30 a.m., and Lafayette at 3:35 a.m. Chicago arrival time is 7:00 a.m.

Both Lafayette and Bloomington are on a detour route over Louisville & Nashville tracks that Amtrak has been following since March 20, 1975, to avoid bad trackage on its regular Penn Central route through Indianapolis.

Amtrak's *North Coast Hiawatha* returned to tri-weekly service between Minneapolis and Seattle, beginning Sept. 14. However, it will operate on daily during the Thanksgiving and Christmas holiday periods and during the bicentennial summer of 1976.

The *Hiawatha* has operated on a daily, rather than tri-weekly, basis for the past two summers. Its summer schedule was an experiment to learn whether or not a market had sufficiently developed to warrant daily year-around operation through Minnesota, southern North Dakota, Montana, and Washington. While ridership during the summer of 1974 increased 40 percent over the previous year, patronage this past summer dropped by about the same percentage. The drop is attributed to inflation.

Amtrak's new Boston-Chicago train, to connect the Northeast with the Midwest on a route along the shores of Lake Erie, will be called the *Lakeshore Limited.* The name goes way back into history. New York Central inaugurated the first *Lakeshore Limited* from New York to Chicago in 1897. Later it operated as a deluxe, all-Pullman train with a Boston section. Amtrak had used the name *Lakeshore* when it operated a train between New York and Chicago along a portion of the lakeshore route from May 1, 1971, till January, 1972.

Interest in that long-distance route was revived in 1973, along with the energy shortage. In June '74 secretary of Transportation Claude Brinegar designated Boston-Chicago as the route for a new, long-distance, experimental, Amtrak train. Inauguration of the service was delayed through the summer of 1975 by equipment shortages—particularly sleeping cars and diners. Revenue service will begin Oct. 31 with a daily train in each direction.

The new *Lakeshore Limited* will bring Cleveland, the largest U.S. city currently without intercity rail passenger service, back into the Amtrak system. Also, it will give major population centers rail service to New England and to Chicago with same-day Amtrak connections to major Western cities such as San Francisco, Denver, and Los Angeles and the Gulf Coast at New Orleans and Houston.

AUTO-TRAIN fare is increased between Lurton, Va., 15 miles south of Washington, and Sanford, Fla., some 35 miles from Disney World. The new rate is $212 for two people and their car, plus $28 for each additional passenger. That fare includes a buffet dinner, feature film, live entertainment, midnight snack, and a Continental breakfast. The base rate of $225 for two people and their auto on the Louisville Ky.,-Sanford run is not affected. The train leaves at night. You could save the cost of a sleeper by staying up all night.

CP RAIL filed a supplementary fare tariff with the Canadian Transport Commission for its transcontinental passenger train, *The Canadian,* which took effect Sept. 16. Standard passenger fares were extended to all days of the year, discontinuing the bargain and economy fares which had been available on certain days. Regular summer sleeping-car surcharges have been lifted until June 1, 1976.

Fare from Montreal to Vancouver remains at $121; Toronto to Vancouver at $116, and Winnipeg to Vancouver at $69. The railway's three-tier fare system first took effect on April 1, 1973. It was discontinued because it led to traffic imbalances. The federal government compensates the railways for up to 80 percent of intercity passenger train losses.

Down by the Depot

ACCORDING to social historians, as *Newsweek* reports, the nation's first pay toilet was installed in Terre Haute, Ind., for the Pennsylvania Railroad in 1910. Passengers arriving at the Terre Haute depot would rush to its modern restrooms—only to find them occupied by curious natives entranced by the novelty of indoor plumbing.

Besieged by complaints from the train-riding public, railroad officials put pay locks on the restroom doors. Thereafter, the stationmaster would unlock the doors for the convenience of passengers on incoming trains. But if a native turned up to use the facilities, he had to pay a nickel.

Pay toilets soon became standard fixtures in public buildings across the country, and the price of admission has long since escalated to a dime and sometimes a quarter. Now, however, a nationwide wave of resistance has begun to build against pay-as-you-go relief. Eight states have recently passed laws regulating the number of pay toilets any public building may maintain—and ordered the creation of more free ones. Just recently, New York became the third state—along with Alaska and Wyoming—to ban pay toilets entirely.

CANADIAN TRANSPORT COMMISSION will review a July decision which called for the closing of 57 stations in Saskatchewan as part of Canadian National's new Servocentre operation at Saskatoon. It agreed to delay implementation of the closing order until representatives of the Saskatchewan government and some of the municipalities affected have had an opportunity to comment on CN service proposal for the region involved. Meanwhile, CN has announced preliminary plans to shut down twelve of the 25 stations between Jasper and Prince Rupert in another centralized service move.

EIGHT railroad passenger stations along the Northeast corridor between Washington and Boston will receive Federal money for facelifts, reports L.P. Cummings of Lancaster, Pa. The $2.35 million project will employ an estimated 200 persons. Work will start in late October. Stations to be renovated and cost estimates are: Boston South station, $135,000; Providence, R.I., $515,000; New Haven, Conn., $85,000; Stamford, Conn., $45,000; Newark, N.J., $515,000; Philadelphia, $585,000; Wilmington, Del., $85,000, and Baltimore, $385,000.

THE RAILWAY museum run by the NRHS in Conneaut, Ohio, is in the former New York Central depot, built in 1900 about two blocks north of U.S. 20 in Conneaut. It is open daily 10 a.m. to 6 p.m. Admission is free and there is a railroad souvenir stand.

The largest attraction is engine 755, donated by the Nickel Plate. A coal hopper and caboose were donated by the Bessemer & Lake Erie. Inside the museum are displays of old and new telegraphy equipment, a ticket office and display cases with old switch keys, locks, rare photos, builder plates and timetables. •

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

Another "first" in Delaware & Hudson history was made in June when President Sterzing decreed that loco No. 16 be named in honor of M.A. Davis, General Road Foreman of Engines-System (shown in cab), in recognition of his many years of service to railroad.

Jim Shaughnessy, 479 8th Ave., Troy, N.Y. 12182

THE MISNAMED Frankfort & Cincinnati Railroad started out at Frankfort, Ky., but never did get to Cincinnati. In fact, it built in the other direction!

Originally planned in 1884 as the Kentucky Midland, it reached Paris, Ky., 41 miles southeast of Frankfort, three years later. In 1927, the road was sold and renamed Frankfort & Cincinnati. It connected with the Louisville & Nashville at both Frankfort and Paris, and the Chesapeake & Ohio (via L&N trackage rights) at Frankfort, and with the Southern at Georgetown. The F&C is now part of the Pinsley group of shortlines, related to the St. Johnsbury & Lamoille County, the Montpelier & Barre, and Barre & Chelsea.

Over the years, eastern traffic on the line dried up, and the F&C was cut back to Georgetown, then to Elsinore, the present end of track. From 41 miles the carrier is now operating only seven miles, all in the general area of Frankfort. From Staggs, two miles west of Frankfort, to Elsinore, five miles east, it lives mostly on the traffic of two distilleries, Schenley's George T. Stagg Distillery at Staggs and the National's Old Grand Dad plant at Elsinore. F&C has opened a ramp that handles piggyback trailers for these and other customers. A scrap yard close by the engine facility also provides a carload or two now and then.

Visiting the Frankfort terminal the other day, I found freshly-repainted Alco 1000-hp S-2 No. 104 sitting lazily outside in the sun. She is ex-B&O 9142. In the three-track enginehouse were two other S-2's and one S-4. The B&O 9136 was being repainted and still lacked lettering. C&O S-2 9165 came in derelict. Being stored with stack uncovered, two feet of water had accumulated on her cylinder heads. This "lake" had frozen, damaging the engine. I saw one of the heads and piston assemblies—a rusty mess. She will probably need a rebuilt prime mover.

B&O 9006, an S-4, is the newest of the bunch but has been ravaged by long storage and poor upkeep. However, the loco "kicked right over" when she arrived on F&C property, and her only serious malady at present is a waterline leak. She's undergoing surgery to correct that. No. 104, the loco in best condition, has a radiator leak. F&C's paint scheme, by the way, is typically Pinsley: red with black underframe and yellow block lettering. The F&C painter has hand-lettered a capitol building on the nose. That's because Frankfort is the state capital and its Capitol Building is styled after our National Capitol in Washington, D.C. Since the road had a B&O Capitol Dome emblem to work from, the 104 comes by its artwork honestly.

When business warrants, F&C uses both the 103 and 104, but not in multiple, although they are equipped with MU jacks. One loco pulls while the other shoves behind the train. Normal daily start of operations is three p.m., geared to the distilleries' production schedules.

F&C owned 15 steam locomotives in its lifetime, numbered 1 to 16, skipping 13. They also had two gas-electrics—called "Kentucky Cardinals" because of their red color—for passenger service. One is now permanently on display at the Kentucky Railway Museum at Louisville. In 1946, the F&C dieselized with three GE 70-tonners, 100-102, holding its last three steamers in reserve. When I first visited the road in 1959, only the three 70-tonners were on the property. After the Pinsley takeover in the Sixties, 70-tonners lettered Barre & Chelsea and Montpelier & Barre were found in Frankfort, as Mr. Pinsley is known for scattering his power. All 70-tonners are gone now, and the "Alco era" has come to the little railroad.

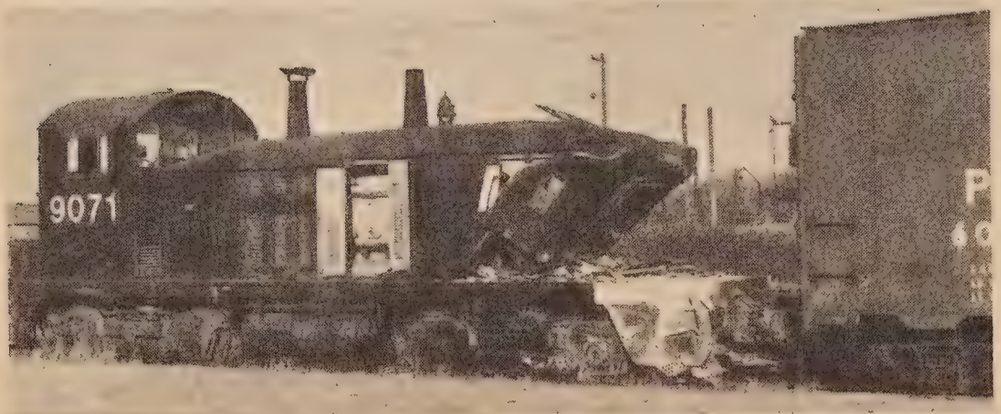
Centennial paint jobs. (Left) Star-spangled Port of Palm Beach District switcher, 30 years old but freshly painted to help celebrate nation's Bicentennial, hauls cargo to Port of Palm Beach in Riviera Beach, Fla. (Right) Detroit, Toledo & Ironton president, Kent P. Shoemaker (right) and M.J. Barron, vice president, marketing, watch their red, white, and blue loco 1776 move out a car loaded with new Ford Co. products from Rouge complex in Dearborn, Mich. The 131-ton, 2,000-hp diesel runs regularly on DT&I's trains.

Also idling softly in the F&C yard was 2380, an L&N-rebuilt RS-3, with her ex-E-7 EMD 567 beneath the hood. The EMD chant from under an Alco hood makes you stop and take notice. Externally, her only change is an exhaust manifold and twin EMD conical stacks.

JERRY MART of 2819 Lindsey Dr., Hopkinsville, Ky. 42240, drove to Lenzburg, Ill. (south of St. Louis) to check up on two ex-Trona Baldwin DT-6-6-2000's. He spotted one of them in fresh paint but not in operation. Jerry says it looked like a prime mover had failed, as one end of the unit appeared to have suffered an interior explosion. No sign of the other big Centercab.

Stopping later by the Crab Orchard & Egyptian, a steam tourist road, he saw the latest acquisition, Roberval Saguenay 2-8-0 No. 17. She needs a lot of work but is planned as an excursion loco, with possible trips over Illinois Central Gulf.

Can anyone identify the car that CO&E's Bill Schreiber has purchased to use as a home? Jerry says it has lights and horns up front, a control stand, and an observation-porch rear end, and rides on two six-wheel trucks.



Penn Central No. 9071 was rammed by load of cement on Ivy City team track, Washington, D.C., in Dec. 1973. Phase II SW-7 was given an instant "shark-nose."

Photograph by Harold Buckley, Jr.

KENNETH R. COMBS of 326 Prospect Ave., Avenal, N.J. 07001, reports four E-7's still in service on the New York & Long Branch section of Penn Central. These are 4211, 4224, 4233, and 4244, all working out of South Amboy down the Jersey Shore. Freight on the line has passed into the hands of two SD-45's and two SD-40's. These replaced SD-9's, which in turn had superceded Alco RS-11's.

On September 8th, the Altoona dead line had both PC and Amtrack E-8's, E-7's, and E-8's still in old New York Central colors, a wrecked SD-40, No. 6072, and both Baldwin switchers and Alco RS-3's. Ken also reports that the new Amfleet cars are in service in the Corridor and that Amtrack GG-1 921 has a "Buy Bonds" Eagle on its side.

Pennsylvania Railroad Nos. 9369-9370, phase II SW-7, at Peoria, Ill., in '58 with New York Central steamer in rear. Note twin stacks, louvre gap, and full rad grill.

Photograph by Harold Buckley, Jr.

FOR YEARS the Canton Railroad of Baltimore has operated an all-EMD roster. When originally dieselized, Canton had two Baldwin VO-1000's, numbered 30-31. These were sold across the harbor to the Patapsco & Back Rivers, the line which serves the huge Bethlehem Steel plant at Sparrows Point. The P&BR has long been a haven for used switchers, some of them uniques (We have mentioned EMD's first SC's on the PBR roster). Now, Canton 31 has come back home. A slide sent in by H. Buckley of Silver Spring, Md., shows her in PBR red and yellow and now numbered Canton 32. She is a Baldwin product of 1944, builder's No. 70132.

Harold says Canton's EMD fleet is sickly and the railroad as a whole has been ravaged by lack of business. Is it true that B&O is spotting idle U-30B's in the Washington area and letting the public wander through them? Another strange sight Harold reports is in the Baltimore area, where Southern Pacific U-33C's are being used as tunnel helpers in the Camden Station vicinity.

Jerry Mart, 2819 Lindsey Dr., Hopkinsville, Ky. 42240

Illinois Central Gulf No. 1219 wearing the old "green diamond" herald at Paducah, Ky., in Aug. '73. When shopped she will be repainted orange and white and renumbered 219.

IT SURPRISED John Harris of RR 6, Box 145, Frankfort, Ind. 46041, to find N&W's SD-45 No. 1776 in his home town on August 10th, back in freight service after an exhibition tour. He was also astonished to see a Penn Central freight with two F-7A's and GP-9B (cabless booster) between them. Seems as though anything EMD, no matter what age, is operating, but there are lines of stored GE units nationwide. John points out that many N&W U-25 and U-30 B's are being held in reserve on the old car-shop tracks in Frankfort.

Southern Pacific ordered the first 54 units built of the new multi-purpose diesel-electric, featuring solid state modular controls and an AC generator for improved reliability and reduced maintenance, that was introduced by Electro-Motive Division of General Motors, McCook, Ill. Model MP15AC is a four-axle, four-motor, 1,500-hp unit designed for yard switching or branch line freight.

One road, though, has definitely active GE's: the Maine Central's latest power, ten U-18B's, has bred much enthusiasm in New England. Many fans have written in to report these locos. It's a breath of fresh air to see new power in a unique model these days.

M. B. MONAHAN of 44 W. Main St., Millbury, Mass. 01527, caught sight of Providence & Worcester's new M420 No. 2005 on a test run (at least he thinks it was a test—she was running light at good speed and the crew was having a field day with the horn). He says P&W is enjoying good business, especially on the Gardener branch. Presumably the Eastern Connecticut line (through Webster, and the Southbridge branch) will come under P&W control, which is good news. The Monahans are in a position to view P&W operations. Their Millbury home is 300 feet from the tracks. Not only that, but their summer home in Morrisville, Vt., is on land crossed by the St. Johnsbury & Lamoille County. Two good roads to keep up on.

GE POWER is still going strong on the L&N in the Cincinnati area where I live. PC is unpredictable, but lately everything has been EMD. One exception is the L&N-PC unit coal train (eastern Ky. to Gary, Ind). They have been using two or three L&N Alco C-628's and C-630's on it. Early in September I saw C-628's numbered 1407 and 1412 going north.

The Cincinnati Milling Machine (Cincinnati Milacron) Company has received its GE 45-tonner back from a repair job in Cleveland, and she now sports a light blue/gray scheme with darker blue band and a "V" on the cab. Still no lettering or numbers. Unit can be seen crossing over highway route I-71, performing interchange with the PC. Another Cincinnati industry, Procter & Gamble, should be getting its Alco S-1 No. 9 back from Cleveland Apparatus Shop, possibly in a new scheme. When she returns, she'll be the only Alco switcher active in the area, with all 20 of B&O's shut down. Late news here in Cincinnati has it that we might see nine B&O Alco S-2's returned to service. Batteries were being charged on some of them just recently. Business may be getting better. Western Maryland power has shown up here again, with two units going all the way out to St. Louis the other day. B&O, meanwhile, continues major trackwork, as business is slow. Welded rail is going in; low spots and poor rail are being replaced. The Toledo Division (Cincinnati-Toledo) is pretty busy, mostly with L&N lake coal. Almost all other parts of B&O are way off.

Complaints from Engineers

SERIOUS complaints are being made about the poor riding qualities of EMD SDP-40F's (Amtraks). The *Locomotives Engineer* for August 8th carried a story by a man who has been in passenger locomotive service for 34 years and says he is "scared" to run the SDP-40F's at allowable track speeds. The problem is vibratory oscillation and excessive yawing at speed, the same two demons that ditched the GE Test Electric at Elkton, Md.

The engineer claims that the locos slap back and forth violently enough to throw a runner out of his seat, in addition to bouncing up and down so continuously in places that you can't sit still. He cites one incident which required him to use a pillow. The loco bounced down on a low spot so hard he broke his coccyx bone on a bolt in his seat.

Another unidentified veteran of 34 years writes; "I have been in continuous service on SDP-40F locomotives since their acceptance about two years ago, and up to this very hour I have been complaining about the rough riding of these engines.

"I have never had one comfortable day's work on them while they have been here. When we tell them on the work report about the rough ride, all they do on the return trip is place that unit on the rear. Everyone in an official capacity on our railroad—including Amtrak officials—knows about the rough riding of these locomotives. Occasionally we get a trip with a reconditioned E-9 locomotive and do have a pleasant ride, so it is a proven fact that the rough riding is directly the fault of the engine and not the track."

Here is another: "While we do not have Amtrak yet, we do have SD-40s in freight service, and believe me they really 'bottom out' on rough track. I have had them bounce so much at 35 miles per hour that part of the wheels on the six-wheel trucks would leave the rail and it was only by the grace of God that they came back down on the rails again. I have gotten to the point where I will not run them over 30 miles per

SHORT LINE ROSTERS

Compiled by Sy Reich

RR Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt.	Tractive Effort	Weight	Date Built	Notes
Chicago & Illinois Midland Railway									
----	18	1200	GM-EMD	SW1200	B-B	60,930	248,000	1955	
----	19	1200	GM-EMD	SW1200	B-B	60,930	248,000	1955	
----	20-23	1200	GM-EMD	SW1200	B-B	60,930	248,000	1955	
----	30-31	1325	GM-EMD	RS1325	B-B	60,930	248,000	1960	
----	50-54	1750	GM-EMD	SD9	C-C	90,310	360,000	1955	
----	60	1800	GM-EMD	SD18	C-C	90,310	360,000	1961	
----	61	1800	GM-EMD	SD18	C-C	90,310	360,000	1962	
----	70-75	2000	GM-EMD	SD38-2	C-C	97,000	390,000	1974	

Effective date: Jan. 29, 1975. Source of information: C&IM. Units on present roster: 18-23, 30-31, 50-54, 60-61, 70-75.

Chicago River & Indiana Railroad

ES-4	567-573	600	GM-EMC	SC	B-B	50,500	202,000	1936	1
ES-5a	574,577	600	GM-EMC	SW1	B-B	51,625	206,500	1939	3
ES-5b	580	600	GM-EMD	SW1	B-B	48,925	195,700	1943	4
ES-5c	594	600	GM-EMD	SW1	B-B	49,000	196,000	1949	5
ES-5c	604	600	GM-EMD	SW1	B-B	49,000	196,000	1949	6
ES-5d	611	600	GM-EMD	SW1	B-B	49,000	196,000	1950	7
ES-5e	618	600	GM-EMD	SW1	B-B	49,850	199,400	1950	8
ES-6b	655,661	600	GM-EMC	SW1	B-B	55,525	222,100	1939	9
ES-6d	684	600	GM-EMD	SW1	B-B	55,775	223,100	1941	10
ES-6g	702	600	GM-EMD	SW1	B-B	55,875	223,500	1942	11
ES-15b	8406 (1st); 8407-8411	1200	LH	Yd. Sw.	B-B	61,750	247,000	1951	2
S-6	8400,8403	600	GM-EMC	SW1	B-B	51,625	206,500	1939	3
S-6	8406 (2nd)	600	GM-EMD	SW1	B-B	48,925	195,700	1943	4
S-6	8420	600	GM-EMD	SW1	B-B	49,000	196,000	1949	5
S-6	8430	600	GM-EMD	SW1	B-B	49,000	196,000	1949	6
S-6	8437	600	GM-EMD	SW1	B-B	49,000	196,000	1950	7
S-6	8444	600	GM-EMD	SW1	B-B	49,850	199,400	1950	8
S-6	8453,8459	600	GM-EMC	SW1	B-B	55,525	222,100	1939	9
ES-6	8481	600	GM-EMD	SW1	B-B	55,775	223,100	1941	10
ES-6	8498	600	GM-EMD	SW1	B-B	55,875	223,500	1942	11
ES-12	8836-8841	1200	GM-EMD	SW7	B-B	61,625	246,500	1950	12
DES-19a	9800-9820	800	LH	Yd. Sw.	B-B	57,200	228,800	1951	13

Effective date: Jan. 31, 1975. Sources of information: NYC, PCTC, Birmingham Rail & Locomotive, Empire Coke, Luntz Iron & Steel. Units on present roster: 8400, 8403, 8406 (2nd), 8420, 8430, 8437, 8444, 8453, 8459, 8498, 8836, 8838, 8840, 8841.

(1) 567-573 sold to New York Central, renumbered 567-573 (1951). NYC 570 sold to Birmingham Rail & Locomotive, renumbered 570; then to DeBardeleben Coal Corp., renumbered 570 (1962); then inherited by Empire Coke Co., renumbered 570.
(2) 8406 (1st), 8407 sold to Columbia Iron and Metal Co. for scrap. 8408-8411 sold to Lentz Iron and Steel Co. for scrap.
(3) 8400, 8403 were originally NYC 574, 577 class DES-5a; then CR&I 574, 577 (1965), then CR&I 8400, 8403 (1966).
(4) 8406 (2nd) was originally NYC 580 class DES-5b; then CR&I 580 (1965), then CR&I 8406 (2nd) (1966).
(5) 8420 was originally NYC 594 class DES-5c, then CR&I 594 (1965), then CR&I 8420 (1966).
(6) 8430 was originally NYC 604 class DES-5c, then CR&I 604 (1965), then CR&I 8430 (1966).
(7) 8437 was originally NYC 611 class DES-5d, then CR&I 611 (1965), then CR&I 8437 (1966).
(8) 8444 was originally NYC 618 class DES-5e, then CR&I 618 (1965), then CR&I 8444 (1966).
(9) 8453, 8459 were originally NYC 655, 661 class DES-6b; then CR&I 655, 661 (1965); then CR&I 8453, 8459 (1966).
(10) 8481 was originally NYC 684 class DES-6d, then CR&I 684 (1965), then CR&I 8481 (1966), then retired (9/69).
(11) 8498 was originally NYC 702 class DES-6g, then CR&I 702 (1965), then CR&I 8498 (1966).
(12) 8836-8841 were originally Indiana Harbor Belt 8836-8841 class DES-16b; then CR&I 8836-841 (1965). CR&I 8837, 8839 sold to Penn Central Transportation Co., renumbered 837, 8839 (4/72).
(13) 9800-9803, 9805-9807, 9810-9816 sold to Marco Iron & Supply Co. for scrap. 804, 9809, 9808, 9817-9820 scrapped.

Chicago Short Line Railway

----	24-25	1200	GM-EMD	SW9	B-B	60,965	243,900	1953	1
----	26-27	1200	GM-EMD	SW9	B-B	60,075	240,300	1953	2
----	28-29	1000	GM-EMD	SW1001	B-B	59,227	240,812	1974	
----	30	1500	GM-EMD	SW1500	B-B	59,750	239,000	1968	
----	31	1500	GM-EMD	SW1500	B-B	59,815	239,260	1971	
----	100	1000	Baldwin	VO 1000	B-B	62,500	250,000	1941,	3
----	101	1000	Baldwin	VO 1000	B-B	62,500	250,000	1944	4
----	102	1000	Baldwin	VO 1000	B-B	62,500	250,000	1945	5
----	200	600	GM-EMD	SW1	B-B	50,000	200,000	1942	6
----	201	600	GM-EMD	SW1	B-B	50,000	200,000	1949	7
----	601	800	GM-EMD	SW8	B-B	52,500	210,000	1951	8

Effective date: Feb., 1975. Sources of information: CSL, H. Bairstow Co., Union Tank Car Co., Great Lakes Steel, Naporano Iron & Metal, GCW. Units on present roster: 28-31
1971).
(2) 26-27 were originally Mississippi Central 208, 204; then George R. Silcott 208, 204; then CSL 26-27 (1964, 1965); then Youngstown Sheet & Tube 1201-1202 (1974).
(3) 100 sold to Youngstown Sheet & Tube, renumbered 1003 (1959); then to Maporano Iron & Metal, scrapped (1973).
(4) 101 sold to H. Bairstow & Co., where it became Indian Hill & Iron Range 301 (1964).
(5) 102 sold to Dearborn Leasing Co., leased to and lettered for Transoceanic Terminal 102 (1964).
(6) 200 sold to Union Tank Car Co., renumbered 200 (1961); then to Industrial Maintenance Service (1969).
(7) 201 sold to the Garden City Western, renumbered 202 (1962).
(8) 601 originally Bamberger Railroad 601, then CSL 601 (1959), then sold to Cargill, Inc.

Chicago & Western Indiana Railroad

----	250-251	1000	GM-EMD	NW2	B-B	62,500	249,000	1947	1
----	252-255	1000	Alco-GE	RS-1	B-B	72,000	251,000	1949	2
----	256-259	1000	Alco-GE	RS-1	B-B	72,000	251,000	1949	2
----	260-263	1000	Alco-GE	RS-1	B-B	72,000	251,000	1950	2

Effective date: June, 1975. Sources of information: C&WI, George R. Silcott, Precision National, G&W, CI. Units on present roster: none.

(1) 250 was sold to Purdy Co. (3/59), then to Acme Newport Steel Co., renumbered 2; then inherited by Interlake, Inc., and renumbered 2. No. 251 was sold to Purdy Co. (6/59), then to the Roscoe, Snyder & Pacific, renumbered 300; then sold to Precision Engineering, and scrapped.
(2) 252-255 were sold to Precision Engineering (1969, 1969, 1970, 1969) and were scrapped. 56 was sold to Manufacturers Equipment and George R. Silcott, renumbered 256; then to the Genessee & Wyoming, renumbered 43. No. 257 was sold to Precision Engineering, renumbered 257 (1969); then to the Hartford & Slocomb, renumbered 257 (5/71). No. 260 was sold to Manufacturers Equipment and George R. Silcott, renumbered 260; then to the G&W and renumbered 44, then to Eastman Kodak, renumbered 9 (1972). No. 261 was sold to Precision Engineering, renumbered 261 (1969); then sold to the Chattachoochee Industrial, renumbered 116 (9/69); then scrapped (7/73). No. 262 was sold to Precision Engineering (1970), then to the G&W and used for spare parts. 263 was sold to Precision Engineering (1969), and scrapped.

Chicago Heights Terminal Transfer Railroad

----	92-93	1500	GM-EMD	GP7	B-B	63,600	254,400	1950-1	1
----	94	1500	GM-EMD	GP7	B-B	63,750	255,000	1951	2
----	104-105	660	Alco-GE	S1	B-B	49,500	202,150	1942	3
----	132-133	1200	GM-EMD	SW7	B-B	61,555	246,220	1950	4
----	227-228	1500	GM-EMD	GP7	B-B	63,600	254,400	1950-1	1
----	229-230	1500	GM-EMD	GP7	B-B	63,750	255,000	1951	2
----	242	2500	GM-EMD	GP35	B-B	64,980	259,910	1964	5
----	650	2500	GM-EMD	GP35	B-B	64,980	259,910	1964	5
----	1208-1209	1200	GM-EMD	SW7	B-B	61,555	246,220	1950	4
----	1634	1500	GM-EMD	GP7	B-B	63,750	255,000	1951	2
----	2547	2500	GM-EMD	GP35	B-B	64,980	259,910	1964	5

Effective date: May 12, 1975. Source of information: CHTT. Units on present roster: 1208-1209, 1634, 2547.
(1) 227-228 renumbered 92-93, upgraded to 1600 hp, then sold to GM-EMD in trade for new power 4174, 7/74). These units were stenciled Chicago & Eastern Illinois.
(2) 229 rebuilt to a GP9M (1959), then sold to GM-EMD in trade for 242 (11/63). No. 230 was renumbered 94, upgraded to 1600 hp, then renumbered 1634. Both units were stenciled C&EI.
(3) 104-105 were sold to Joliet Railway Equipment Co. (12/64), then scrapped.
(4) 132-133 renumbered 1208-1209.
(5) 242 renumbered 650, then 2547. Stenciled C&EI.

Chicago Produce Terminal

Effective date: Sept. 26, 1967. Source of information, CPT. Units on present roster: none.

hour, and I am not what you would call 'rail shy'."

Also in the *Locomotive Engineer* we found this complaint: "I am permanently assigned to Amtrak SDP-40F locomotives and the ride I have experienced is almost indescribable. The lateral as well as the vertical motion does, indeed, take you right off the seat. All of the things relating to rough riding engines have been reported on prescribed forms (MP-62's) by nearly every engineer working on them. Track conditions on this railroad are deplorable. Perhaps with better track these engines would ride better."

And this one: "Most all of our newer engines have this same problem of lateral sway and they bounce like a rubber ball. On several occasions I have run at reduced speed when handling Amtrak passenger trains simply because the engines ride so rough that I was afraid they might leave the rail.

Locomotive inspectors of the Federal Railroad Administration have questioned the lateral motion in the EMD HT-C truck, but the builder insists they are safe. A shock absorber modification kit is available from EMD for the HT-C truck, costing $99.42 per truck, or $200 per loco. It's obvious that the EMD test track is far better maintained than the rails EMD locos operate over.

News from Canada

A RUNDOWN of "minority" (non-EMD, GE, or MLW) power on CP Rail follows: Alco RS-2's (5) 8400-8404 all at Newport, Vt.; five RS-3 units at St. Luc; FA-2's (two) 4084, 4089, FB-1 N. 4405, and 42 Alco RS-10's, all mostly in the St. Luc area. Alyth still has FM TM's 8900, 8904, and 8905 on the hump. Vancouver Yard has eight Baldwin DS-4-4-1000's assigned, but the 7065 is awaiting disposition, following a mishap. Two Baldwin DRS 4-4-1000 road-switchers, 8009-8010, are stored serviceable at Ogden Shops.

Canadian National has 161 units stored, pending a business upswing: ten GP-9's, two GP-35's, 14 GP-40's, 25 M636's, 46 SD 40/40-2's, and 64 GP-40-2's. On lease to the Northern Alberta Ry. are GP-9's 4150 and 4154, and to the Great Slave Lake Ry. are 4149 and 4152.

Conrail in Canada: Penn Central hopes to dispose of all of its Canadian properties in a single lump, but the price it asks is not attractive to Canadian railways. PC owns 71.5% of Toronto, Hamilton & Buffalo, and all of the St. Lawrence & Adirondack. These holdings are valued at $74.2 million, revenues of $20.8 million. In the first six months of 1975, volume dropped 17%. Comparable volume drops for CP and CN are 10% and 8% respectively.

More on EMD Switchers

CONTINUING chronologically with our study of EMD switchers, three rare models

were built during production of the NW-2, which we studied last month. All three bear a resemblance to the NW-2 with lengthened features.

Model NW-3 (featured by us in an earlier issue), is a light road-switcher version of the NW-2. It is simply an NW-2 configuration lengthened to accommodate larger fuel tanks, a steam generator, and road trucks. The NW-3 carries its steam generator ahead of the cab, in a bulging area just under the hood taper. The cab itself is a huge affair, and the small windows only serve to make it look bigger.

NW-3 was produced from 11/39 to 3/42. Only seven of them were built. All went to Great Northern as 5400-5406, then were renumbered to 175-181. Three known resales are: 179 to A.E. Staley of Morrisville, Pa.; 180 to Clinchfield 361 (in May, CRR 361 was in dead storage at Erwin, Tenn), and 181 to Anaconda Aluminum 100.

Model NW-5 (also featured in an earlier issue) was again a road-switcher version of the NW-2. The same 1000-hp rating was given to these models, as was switcher NW-2. The NW-5 was built between 12/46 and 2/47, a very limited run, although thirteen of them were sold. She, too, was a lengthened NW-2, but her steam generator was carried in a short hood behind the cab, as are "hood" units of today. The cab is a standard size for switchers. Road trucks and road fuel tanks are again the reasons for the lengthened frame. Again Great Northern was the main buyer of the NW-5. Its 186-195 (now Burlington Northern 986-995) was the bulk of production. Southern bought one, 2100, and the Union Belt of Detroit had numbers 1 and 2, which were sold to Mississippi Export as 61 and to Olin-Mathieson Chemcial as No. 4.

Illinois Central, with its Chicago switching problems, was still in the market for a specialized transfer unit, even after the two uniques it bought in 1936. The three prewar TR "cow-calf" sets that IC purchased were the first units of their kind.

In April/May 1941, however, EMD produced two sets of Model TR1 for IC, the only two sets of locomotives of this type ever built. TR-1 was really an NW-3 cab and NW-3-styled cabless booster, semi-permanently coupled, set up to run as one two-unit locomotive. There was no steam generator, the space for same on the NW-3 carbody being simply blanked. The huge cab remained, with a unique intake grill on its lower sides.

The B unit had no hood taper, as it had no cab, and was simply a rectangular block housing the power. Power was a 16-cylindered 567, rated at 1350 hp in each unit. Acutally, the machinery of the FT road-freighter was used, fitted into a switcher carbody. It rode on road trucks. The two sets were numbered 9250 A&B and 9251 A&B. Later renumbered #1350A&B and 1351A&B, they were scrapped in 1967, after spending 26 years lugging transfer cuts around the Chicago area.

Which brings us to October, 1949, and

Chicago & Illinois Western Railroad

----	1	600	Alco	HH600	B-B	50,600	202,400	1935	1
----	101	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	
----	102-103	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	
----	104	1200	GM-EMD	SW9	B-B	62,000	248,000	1951	

52).

----	505-506	?	BW	electric	B-B	36,000	144,000	1916	1
----	601	600	GM-EMD	SW1	B-B	50,625	200,000	1940	2
----	602-603	1000	GM-EMD	TR3A	B-B	?	?	1949	3
----	604	1000	GM-EMD	TR3B	B-B	?	?	1949	3
----	605	1000	GM-EMD	NW2	B-B	?	?	1949	3
----	606	1000	GM-EMD	TR3A	B-B	?	?	1949	3
----	607	1000	GM-EMD	NW2	B-B	?	?	1949	3
----	701-703	2900	Alco-GE	electric	C+C	70,000	280,000	1930	4
----	704-707	2900	Alco-GE	electric	C+C	70,000	280,000	1930	4
----	801-803	5600	GE	electric	2-D+D-2	101,500	546,000	1948	5
----	900-903	1600	WH	electric	B+B	50,000	200,000	1930	6
----	1001-1004	?	WH	electric	B+B	40,000	160,000	1925	7
----	1005-1006	?	WH	electric	B+B	26,500	106,000	1927	8
----	1007-1010	1440	WH	electric	B+B	42,500	170,000	1928	7
----	1011-1013	1440	GE	electric	B+B	42,500	170,000	1930	7
----	1014	1400	WH	electric	B+B	42,500	170,000	1930	7

Effective date: June, 1972. Sources of information: CSS&SB, George R. Silcott, CN, St. Lawrence Iron & Metal, NJ, C&O. Units on present roster: 601, 701-707, 801-803.

(1) 505-506 were originally Chicago Lake Shore & South Bend 505-506; then CSS&SB 505-506 (1924); then Canadian National 9175-9176 (1925); then CN 175-176; then scrapped.
(2) 601 was originally Buffalo Creek 42, then CSS&SB 601 (1955).
(3) 602-604, 606 were originally Chesapeake & Ohio 6501A, 6500C, 6501C; then C&O 9555-9557, 9553; then CSS&SB 602-604, 606; then C&O 9555-9557, 9553; then B&O 9555-9557, 9553 (10/73). Nos. 605, 607 were originally C&O 5063, 5065; then CSS&SB 605, 607; then C&O 5063, 5065; then B&O 5063, 5065 (10/73).
(4) 701-707 were rebuilt from New York Central 308 (5/55), 314 (10/55), 303 (3/56), 343 (9/56), 340 (5/57), 341 (6/58), 342 (5/58). These were originally NYC 1208, 1214, 1203, 1243, 1240, 1241, 1242, class R-2. NYC 318, 334, 335, originally NYC 1218, 1234, 1235, were scrapped 1969, 1970, 1970). The CSS&SB purchased all units from the NYC in 1955.
(5) 801-803 originally built for Russia but not delivered. Purchased by the CSS&SB in 1949.
(6) 900-903 were originally Illinois Central 10000-10003; then CSS&SB 900-903 (1941); then scrapped (11/65).
(7) 1001-1004, 1007-1014 were scrapped. 1011-1013 were sold to George R. Silcott (3/67), then to Precision Engineering, and scrapped.
(8) 1005-1006 were sold to the Niagra Junction (1941), renumbered 10-11. NJ10-11 sold to Waste Product Co., renumbered 10-11 (1955). WPC 11 sold to Cornwall Street Railway Light & Power, renumbered 9- then to the CN, then to St. Lawrence Iron & Metal, then scrapped. WPC 10 was scrapped.

Claremont & Concord Railway

----	9	600	GE	70-ton	B-B	35,000	140,000	1949	1
----	11	600	GE	70-ton	B-B	35,000	140,000	1948	2
----	12	600	GE	70-ton	B-B	35,000	140,000	1948	3
----	13	380	GE	44-ton	B-B	26,400	88,000	1940	4
----	15	380	GE	44-ton	B-B	26,400	88,000	1943	5
----	16	380	GE	44-ton	B-B	26,400	88,000	1942	6
----	17	400	GE	44-ton	B-B	26,400	88,000	1951	7
----	18	380	GE	44-ton	B-B	26,400	88,000	1940	8
----	31	380	GE	44-ton	B-B	26,400	89,000	1948	9

Effective date: July, 1975. Sources of information: C&C, Raymond International, George R. Silcott, SBK. Units on present roster: 18, 31.

(1) 9 was originally Sanford & Eastern 9, then C&C 9, then sold.
(2) 11 was originally Saratoga & Schuyler 11, then C&C 11 (11/54), then Montpelier & Barre 23 (1957), then Hoosac Tunnel & Wilmington 23, then South Brooklyn 13 (1961), then N. Y. City Transit Authority 20009, then SBK 13 (1968).
(3) 12 was originally Grafton & Upton 12, then C&C 12 (7/54), then SBK 12 (11/60), then NYCTA 20008 (1966), then SBK 12.
(4) 13 was originally Boston & Maine 113, then C&C 13, then Raymond International 4403, then A.G. Robur (?), who probably sold it for scrap.
(5) 15 was orginally Denver & Rio Grande Western 43, then HT&W 15, then S&S 15, then C&C 15, then Raymond International 4402, then A.G. Robur (?), who probably sold it for scrap.
(6) 16 was originally D&RGW 39, then S&E 14 (1st (6/49), then HT&W 16, then C&C 16, then George R. Silcott 16, then Industrial Development Board of the City of Stevenson, Ala.
(7) 17 was originally Suncook Valley 3, then S&E 18, then Greenville & Northern 78, then C&C 17, then George R. Silcott 17, then Donahue Co. Ltd.
(8) 18 was originally B&M 112, then HT&W 18 (11/60), then C&C 18 (1961).
(9) 31 was originally Delaware, Lackawanna & Western 52, then Erie Lackawanna 52, then C&C 31.

The Clarendon & Pittsford Railroad

----	10-11	398	Whitcomb	50DE-30A	B-B	25,000	100,000	1945	2
----	500	600	GE	70-ton	B-B	23,600	137,600	1951	1

Effective date: July, 1975. Source of information: C&P. Units on current roster: 10-11.

(1) 500 was originally Rutland 500, then C&P 500 (8/62), then George R. Silcott 500, then Kelley's Creek & Northwestern (4/72).
(2) The railraod itself claims these are 50DE-18A's.

The Cleveland Union Terminals

DRSP-9a	5900-5903	1750	GM-EMD	GP9	B-B	63,925	255,700	1954	1
CRS-17	7300-7303	1750	GM-EMD	GP9	B-B	63,925	255,700	1954	1
ES-9	8628-8630	900	GM-EMD	SW900	B-B	61,900	247,600	1954	2
DES-21a	9628-9630	900	GM-EMD	SW900	B-B	61,900	247,600	1954	2

Effective date: Jan. 31, 1975. Sources of information: CUT, PCTC. Units on present roster: 7300-7303, 8628-8630.

(1) 5900-5903 renumbered 7300-7303, reclassed ERS-17s, then ERS-17.
(2) 9628-9630 renumbered 8628-8630.

Cliffside Railroad

----	10	235	GE	35-ton	B	21,000	70,000	1955	1
----	13	600	GE	70-ton	B-B	41,300	140,000	1954	2
----	20	380	GE	44-ton	B-B	26,700	88,000	1949	3

Effective date: Feb. 21, 1975. Sources of information: Cliffside, Port of Lake Charles. Units on present roster: 10,13.

(1) 10 was originally Old Ben Coal Co. (?), then Cliffside 10 (1962).
(2) 13 was originally Kansas City Connecting 13, then Cliffside 13.
(3) 20 was originally Pennsylvania Railroad 9313, then Cliffside 20 (1963), then Port of Lake Charles 1 (1970).

Columbia & Millstadt Railroad (abandoned July 15, 1961)

----	29	?	GE	50-ton	B-B	25,000	100,000	1949	1

Effective date: July, 1975. Units on present roster: none. (1) 29 became Columbia Quarry Company 29.

Clinchfield Railroad

----	200	1500	GM-EMD	FP7A	B-B	60,510	242,030	1952	
----	250	1500	GM-EMD	F7B	B-B	60,750	243,000	1950	1
----	350-355	1200	GM-EMD	SW7	B-B	61,100	244,400	1950	
----	356	1000	GM-EMD	NW2	B-B	61,090	244,360	1949	2
----	357-360	1000	GM-EMD	NW2	B-B	61,200	244,600	1947	3
----	361	1000	GM-EMD	NW3	B-B	56,350	225,400	1942	4
----	800-805	1500	GM-EMD	F3A	B-B	56,800	239,800	1948-9	5
----	806-814	1500	GM-EMD	F7A	B-B	60,000	239,900	1951	5,6
----	815-820	1500	GM-EMD	F7A	B-B	60,200	240,900	1952	
----	821	1500	GM-EMD	F7A	B-B	60,230	240,912	1949	8
----	822	1500	GM-EMD	F7A	B-B	59,500	238,000	1950	8
----	823	1500	GM-EMD	F7A	B-B	60,230	240,912	1951	9
----	850-852	1500	GM-EMD	F3B	B-B	60,180	240,730	1948-9	6
----	853	1500	GM-EMD	F7B	B-B	60,180	240,730	1949	6
----	854-860	1500	GM-EMD	F7B	B-B	60,180	240,730	1951	6
----	861-863	1500	GM-EMD	F7B	B-B	60,180	240,730	1952	6
----	864-868	1750	GM-EMD	F3B	B-B	60,180	240,730	1955	6
----	869	1500	GM-EMD	F7B	B-B	60,750	243,000	1950	7
----	900-911	1500	GM-EMD	GP7	B-B	60,200	241,000	1950	6,10
----	912-916	1500	GM-EMD	GP7	B-B	60,500	242,000	1952	6
----	917-918	1750	GM-EMD	GP9	B-B	60,345	241,379	1956	6, 10
----	919	1500	GM-EMD	GP7	B-B	60,350	241,382	1950	11
----	2000,2009	2000	GM-EMD	GP38	B-B	63,400	265,900	1967	
----	3000-3007	3000	GM-EMD	SD40	C-C	92,800	389,900	1966	
----	3008	3000	GM-EMD	SD40	C-C	93,117	389,600	1968	
----	3009-3014	3000	GM-EMD	SD40	C-C	93,100	389,500	1969	
----	3015-3024	3000	GM-EMD	SD40	C-C	92,100	388,800	1971	
----	3600-3606	3600	GE	U36C	C-C	98,800	395,100	1971	
----	3607-3616	3600	GM-EMD	SD45-2	C-C	92,200	386,500	1972	
----	3617-3624	3600	GM-EMD	SD45-2	C-C	92,300	386,100	1974	

Effective date: March 31, 1975. Source of information: CRR. Units on present roster: 200, 250, 350-361, 800-803, 805, 807, 809-810, 812-814, 816, 819, 821, 823, 869, 900-902, 904-905, 907-915, 919, 2000-2009, 3000-3024, 3600-3624.

(1) 250 was originally Nashville, Chattanooga & St. Louis 919, then Louisville & Nashville 1919, then L&N 723 (1st), then Clinchfield 250 (2/69).
(2) 356 was originally Jacksonville Terminal 36, then Pan American Engineering 36, then Clinchfield 356 (11/70).
(3) 357-360 were originally Apalachacola Northern 701-704; then Clinchfield 357-360 (11/70).
(5) 800-805 upgraded to F7A's (1952). 805-806 upgraded to F9A's (1955) with 1750 hp.
(6) 808, 850, 868, 903, 916-917 sold to GM-EMD in trade for new power.
(7) 869 was originally NC&SL 918, then L&N 1918, then Clinchfield 869.
(8) 821-822 were originally NC&SL 814, 822; then L&N 1814, 1822; then Clinchfield 821-822.
(9) 823 was originally NC&SL 914, then L&N 1914, then Clinchfield 823.
(10) 906, 918 were scrapped.
(11) 919 was originally NC&SL 753, then L&N 1753, then Clinchfield 919.

The Colorado & Wyoming Railway

----	101-102	1500	GM-EMD	GP7	B-B	52,400	245,000	1951	1
----	103-104	1500	GM-EMD	GP7	B-B	52,400	245,000	1951	
----	201-212	800	GM-EMD	SW8	B-B	57,500	240,000	1951	
----	214	900	GM-EMD	SW900	B-B	60,590	240,000	1957	
----	1104	1000	Alco-GE	S2	B-B	69,000	245,000	1944	2
----	1105	1000	Alco-GE	S2	B-B	69,000	245,000	1943	3
----	1106	1000	Baldwin	VO 1000	B-B	71,830	245,000	1942	4
----	1107-1108	1000	Baldwin	VO 1000	B-B	71,830	245,000	1943	5
----	1109	1000	Baldwin	VO 1000	B-B	71,830	245,000	1943	5
----	2001-2002	2000	GM-EMD	GP38-2	B-B	55,400	250,000	1973	

Effective date: June 2, 1975. Sources of information: C&W, GP, Duval Corp. Units on present roster: 101-104, 201-212, 214, 2001-2002.

(1) 101-102 were originally Colorado Fuel & Iron 101-102; then C&W 101-102 (1966). 101 rebuilt (6/66).
(2) 1104 was originally D&RGW 116, then Luria Bros. 116, then C&W 104 (6/65), then Duval Corp. 2 (12/73).
(3) 1105 was originally D&RGW 109, then Luria Bros. 1105, then C&W 1105 (2/65), then scrapped.
(4) 1106 was originally Pueblo Army Depot 1, then U.S. Army 7454, then Speken Wrecking Co. 7454, then C&W 1106 (1964), then Great Plains Railway 1106 (1974).
(5) 1107, 1109 sold to the Great Plains Railway, renumbered 1107, 1109 (1974). 1108 scrapped (1/71).

Columbia & Cowlitz Railway

----	D-1	1000	FM	ALT 100.6A	B-B	?	?	1949	1
----	D-2	1200	FM	H12-44	B-B	61,350	245,400	1956	2
----	700	1200	FM	H12-44	B-B	61,350	245,400	1956	2
----	701	1500	Alco Pr.	DL-415	B-B	74,930	249,780	1968	

Effective date: Jan. 30, 1975. Sources of information: C&C, BCR, Alco Products. Units on present roster: 700-701.

(1) D-1 sold to Alco Pr. in trade for 701 (11/68), then to the Pacific Great Eastern, renumbered 1004; then inherited by British Columbia Railway, renumbered 1004.
(2) D-2 renumbered 700 (1969).

Columbia, Newberry & Laurens Railroad

----	100-102	1500	GM-EMD	GP7	B-B	59,400	237,800	1950	1
----	103-104	1500	GM-EMD	GP7	B-B	58,200	236,600	1951	2

Effective date: Feb. 10, 1975. Source of information: SCL. Units on present roster: none.

(1) 100-102 were leased to Atlantic Coast Line RR. (10/62), now leased by ACL's successor, Seaboard Coast Line. 100-101 renumbered AC 1100-1101, then ACL 275-276, then SCL 875-876. 102 renumbered ACL 277, then SCL 877.
(2) 103-104 were leased to the ACL (10/62), now leased by ACL's successor, the SCL. 103-104 renumbered ACL 1103-1104, then ACL 278-279, then SCL 878-879.

Columbia Union Station

Effective date: Sept. 22, 1969. Source of information: SOU. Units on present roster: none.

Columbus & Greenville Railway

----	41-42	566	Whitcomb	70DE-26	B-B	44,000	148,000	1944	1
----	501	600	GM-EMD	SW1	B-B	49,950	199,500	1940	2
----	505-506, 508	600	GM-EMD	SW1	B-B	48,500	194,000	1947	2
----	601-605	1500	BW	DRS 6-4-1-1500	A1A-A1A	60,000	279,000	1946	4
----	606	1600	BLHW	AS-416	A1A-A1A	49,325	286,200	1951	
----	701-702	1800	GM-EMD	SD28	C-C	72,200	297,100	1965	3
----	9450-9451	1800	GM-EMD	SD28	C-C	72,200	297,100	1965	3

(1) 41 was originally U.S. Army 8440, then Butler Brothers Co. ? (10/46), then C&G 41 (3/48). 42 was originally USA 8459, then C&G 42 (3/48).
(2) 501, 505-506, 508 were originally Terminal Railroad Assn. of St. Louis 501, 505-506, 508; then Hyman-Michaels 501, 505-506, 508; then C&G 501, 505-506, 508.
(3) 701-702 renumbered 9450-9451.
(4) 602 wrecked, stripped, and scrapped (12/61).

the advent of EMD's first 1200-hp switcher, the SW-7. The success of the 567 prime mover in both the SW-1 and NW-2 had made EMD a leader in the switcher field, and it was natural that improvements in the beast would lead to higher horsepower.

Actually, as has been pointed out, the NW-2 was capable of 1200 hp when given a heavier generator, traction motors, and advanced cooling system. NW-2 was still in production (and was built for two months after) when the first SW-7 rolled out of Plant 3 in Cleveland in 10/49. The SW-7 incorporated the improvements needed in the NW-2, and her spotting features bear these out.

First, a larger cooling system incorporated one 54" front radiator fan instead of the old twin 34" fans. This meant that a larger radiator area was needed, and we have the full-front radiator grill for the first time. All other features remain the same as the late NW-2, even to the "letterboard gap" or 4-13 side louvre arrangement. The main spotting clue to SW-7 combines these features: twin conical stacks, full front radiator, and 4-13 side louvre arrangements on a B-B, endcab, stock EMD switcher body.

SW-7 production had two phases, with a total figure of 493 units, all for domestic use in U.S. Phase I, dated between 10/49 and 3/50, was EMD spec 8019. These had either a D-15A or D-15C generator, a D-27B traction motor, and a 12-cylindered 567A prime mover rated at 1200 hp at 800 rpm. All other vital statistics were the same as the NW-2 it replaced.

SW-7 Phase 1 still had the distinctive rounded front cab windows, curved to match the roofline. The windows are the only spotting feature between Phases I and II.

Phase II SW-7—from 3/50 until Jan. 1951, when the last SW-7 was built—showed the flat-top cab windows used on all subsequent EMD switchers. Curved glass was expensive to replace. The rear cab windows also were re-designed, getting more rounded corners and beaded weather-stripping, replacing the old flush stripping which made the windows look "frameless." In April of 1950 a seldom-noticed change took place on the large top radiator grill. Slitted louvre panels were replaced with a 10-foot two-piece wire grid, which afforded easier breathing. This change can be seen only from the top.

The SW-7 is the easiest 1200-hp EMD switcher to spot. Later sisters SW-9 and SW-1200 are very tough to locate. Produced side-by-side were the smaller SW-8, SW-600 and SW-900 models, all simple enough to observe from their big sisters but not from each other. These six models, plus the SW-1 and NW-2, are the bulk of EMD switchers operating today. Next month we will jump ahead in years and look at the differences in SW-9 and SW-1200.

SEND diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240. •

Boeing Vertol's Light Rail Vehicle (LRV) makes a run through downtown Boston's subway during successful eleven-week series of performance and simulated service testing. The tests, conducted on the Massachusetts Bay Transportation Authority's (MBTA) "Green Line," were completed August 13, 1975. Boeing Vertol is under contract to deliver 175 of these very modern LRV's to Boston and 100 to San Francisco. Motorman has no trouble seeing in all directions with big window space.

STEVE MAGUIRE'S

TRANSIT TOPICS

LATEST plans for Chicago elevated call for demolishing the famous Loop and substituting two north-south downtown routes and a single east-west route that deadends on Randolph near Michigan Avenue. No longer would passengers on Loop trains be able to ride to a station near their destination, if that destination is in the loop. We had hoped that even if the Loop elevated had to come down by some misguided idea of progress, a similar underground system might replace it.

The present plans are bound to result in a break-up of the Loop area itself. We foresee businesses moving to better locations, most likely in the suburbs, and a general decline in what will be just another part of the city.

Briefly, a new downtown subway paralleling the present State Street line would be built under Franklin Avenue, near the Chicago River. It would join the State Street line north of the Loop. At the southerly end it would run down Day Ryan Expressway, and there would be a crossover enabling State Street trains to use the new subway. The only east-west line would carry the Lake Street trains downtown on Monroe and then north to a dead end.

Thus, according to Steve Scalzo, who sent us this news, the whole idea of a Loop area would disappear. Good-bye, downtown Chicago!

Phyliss Milster, one of two women qualified to run cars on Branford Trolley Museum line, East Haven, Conn, owns Chicago Transit Authority car 4280 located at the museum.

Conrad Milster, 178 Emerson Pl., Brooklyn, N.Y.

NEW YORK subway, bus, and commuter rail fares went up sharply September first. This surprised nobody. Metropolitan Transportation Authority officials said the hikes were necessary to offset a projected $53 million deficit by the end of 1976.

A 23 percent fare boost was made for the Long Island Rail Road and 25 percent for the Hudson and Harlem lines leased by the MTA from Penn Central. Subway and bus fares increased from 35 to 50 cents. A hike of 50 percent affected the vehicles using tunnels and bridges under the MTA jurisdiction. Previously, New Jersey said rail and bus commuter fares would rise 25 percent on October first to help offset rising costs.

On a happier day, before the fares went up, a young lady in a hurry got a surprise golden gift as she purchased the millionth New York City subway token on sale at LIRR stations. The gift was a necklace holding a token dipped in gold. It was presented to Mary Ryan of Mineola as she dashed to catch the 8:50 train to Penn Station in Manhattan.

Mary hardly had time to stop as MTA Chairman David L. Yunich commended her for supporting the four-month-old program of selling tokens at the railroad stations. He gave her the necklace made by his wife, Beverly.

Mary was flabbergasted at becoming a sudden celebrity of the moment. She posed briefly for news photographers, uttered a quick "Thank you," said, "I have to catch my train," and dashed into the 8:50 just before the doors closed.

UNDER the new Ford Administration policy, cities seeking to build rail-dominated systems will find it tougher to get Federal aid for rail or subway projects, which take years to build, which call for ever-increasing subsidies and have tremendous cost overruns. Presumably, from now on, the U.S. Department of Transportation will view favorably any proposals for expanding bus service or for exclusive busways for the new Greater Cleveland Regional Transit Authority.

DOT Secretary William T. Coleman, Jr., is reported as saying that the new policy stresses the need to consider combinations of transit modes such as busways, streetcars, the restriction of downtown parking, etc., to reduce the use of private autos.

"There is no compelling reason for a single system (rail rapid) to dominate an entire urban area," said C. Kenneth Orski, DOT's associate administrator for policy and program development. "What motivated us in this policy was the sloppy thinking going into transit decisions. Any extension to an existing rail rapid system will be subject to the new policy."

The policy, a year in the making, is the result of Administration concern over growing demands for Federal transit aid. At least 20 cities are in various stages of transit planning that emphasizes rail rapid, but Orski called that a fad. In applying for Federal financing, transit authorities must show they are planning fully integrated systems.

Some confirmation of President Ford's new policy comes from a recent report in *The New York Times* that quotes a "knowledgeable source" in UMTA as saying "the money is just not there for all three Jersey projects."

The three projects are electrification of the New York & Long Branch Railroad from South Amoby to the Red Bank area; extension of the Port Authority Trans Hudson (PATH) electrified line from Newark to Plainfield; and electrification of the Essex —Morris mainline of the Erie Lackawanna to connect it to Penn Central for direct access to New York.

The NY&LB project, with an estimated cost of about $150 million, has legislative backing. The state's share would come mostly from unused 1968 state bond issue funds, one of the projects for which the issue was intended. Some of the Federal funds would be for 40 new cars.

The 17-mile PATH extension at a current estimated cost of $347 million drew objections of previous UMTA Administrator Frank Herringer because of its cost. The present plan excludes $55 million for upgrading New York-to-Newark tracks in the original proposal. Estimated cost of upgrading the Jersey Central's diesel service parallel to the PATH route is $60 million for a minimum improvement; $174 million maximum; and, $336 million to electrify the CNJ mainline.

UMTA has authorized $76 million for 160 new electric coaches for the Erie Lackawanna project. It also granted $3 million for engineering design studies. About $150 million more in Federal funds is sought for the job. UMTA recently trimmed requests of major cities for rapid transit systems. Atlanta's bid for $900 million was cut to $680 million. Baltimore's application for $667 million for its subway was reduced to $500 million.

BUSINESS WEEK published a write-up indicating that the fully-automated 78-mile Black Mesa & Lake Powell Railroad in Arizona has turned into a $54 million flop. So many things went wrong that managers ordered a more reliable train.

Technicians from far and wide had come to see the modern marvel that was designed to be fully automated, with no train crews, and to make three 156-mile round trips daily on welded rails laid in concrete ties. Its electric locomotives were to be controlled by an onboard computer, directed by wayside transmitter. The only person aboard would be an observer.

The BM&LP was designed to haul 30,000 tons of coal a day in 120-ton gondolas which would dump the coal as they slowly

Shaker Heights Rapid Transit cars 53 and 65, painted new orange colors, pass at Shaker Square in Cleveland on Aug. 7, '75. Line is now part of Regional Transit Authority.

Stephen D. Maguire, Box 51, Belmar, N.J. 07719

glided by. Even the whistle was supposed to be triggered automatically at the 36 grade crossings. However, those big ideas didn't come off quite that way, *Business Week* noted. It quoted one of the managers as saying: "We reached a little too far too quickly on some of these things. We pushed the limits of technology. The combined effect of these problems has been a serious situation."

The "automated" BM&LP reportedly was now carrying two locomotive engineers and one or more electricians who are running the outfit manually. We are told that the line's concrete ties have been cracking and the rails and locomotive wheels wearing out at an alarming rate.

The line's owners had a series of studies made and were shocked at the results. Among the drastic recommendations made were the addition of another train, sidings for passing, smaller cars and a return to some 19th Century applications, such as wooden ties, the magazine noted. The changes were estimated to cost as much as $20 million—and no guarantee they would solve all the problems.

SEASHORE TROLLEY MUSEUM has received an unusual gift from the Massachusetts Bay Transportation Authority: hundreds of thousands of cobblestones from the old Boylston Street freight yards in Boston. These would help in building an old-time street at Seashore, where the trolleys can operate in an authentic old-fashioned atmosphere. A problem, though, is the cost of transporting them from Boston to Kennebunkport, Maine. Donations for this project shoulp be sent to the Seashore Nostalgia Fund, c/o Joseph Doherty, 40 Hawthorne Ave., Arlington, Mass. 02174.

MBTA also is giving Seashore one of the two steeple-cab locomotives now at Everett shops and a Graham 20-passenger bus.

A SEVEN-PAGE article entitled "What We Can Learn from BART's Misadventures," by Charles G. Burck, former associate editor of *Railroad Magazine*, appeared in the July '75 issue of *Fortune*. A copy sent us by Dr. Bernard L. Alpert, 67 Tunstall Rd., Scarsdale, N.Y. 10563, makes interesting reading. Another publication for the same month, *Travel Magazine*, had a worthwhile article by Ben Schlossberg on the comeback of the trolley in North America.

A NOVEL use for a tramcar was shown in a photo in the July '75 issue of *Modern Tramway* monthly. A two-car trailer train consisted of Darmstadt (Germany) old-style trams 49 and 132, with both cars painted in floral designs. On the side is the lettering *Kinderbahn*, indicating the use of these cars for mothers who want to leave their children in safe hands while shopping. The cars are a rolling nursery.

WITH the new suburban rail service between Pittsburgh and McKeesport, Pa., operating daily by the Port Authority, there is continuing talk of reviving commuter service to Latrobe and New Kensington via Penn Central tracks. This is especially important because a two-year repair job on the Penn-Lincoln Parkway will begin soon and will bring about serious traffic congestion on alternate local roads.

No one seems to know where equipment for the proposed lines could be found, or who would subsidize the operation, but there is some reason to believe that the service could be put in operation in one year, so says Ed Lybarger in *Trolley Fare*, bi-monthly publication of Arden Trolley Museum, P.O. Box 832, Pittsburgh, Pa. 15230.

BOSTON & MAINE commuters can look forward to faster and more comfortable service, due to an agreement reached by the railroad with the Massachusetts Bay Transportation Authority. MBTA will acquire most B&M tracks east of Fitchburg and south of the New Hampshire state line, 230 route-miles, as well as the 84 self-propelled Budd diesel passenger cars. The deal must be approved by the judge overseeing the bankrupt railroad's reorganization and by the Urban Mass Transportation Administration, which would provide the necessary funds.

Chicago Transit Authority dresses up for Bicentennial. (Top) Skokie Swift car 75 last winter. (Bottom) Work crane S-367 named Valley Forge shown outside Skokie shops in March. Chicago Transit Authority

David Gunn, the MBTA Director of Commuter Rail, also has put together a "do-it-yourself public works for rails" program, encouraging on-line suburbs to assign employes hired under the Federal Comprehensive Education and Training Act program to painting and repairing stations and cleaning and grubbing the rights-of-way, according to the National Assn. of Railroad Passenger's *News*, 417 New Jersey Ave., Washington, D.C. 20003.

BOEING VERTOL's Light Rail Vehicle last August 13th successfully completed an 11-week series of tests in Boston on the "Green Line" of the Massachusetts Bay Transportation Authority. Performance and simulated service tests were conducted. They established that the LRV meets or betters all specified performance requirements, i.e., speed, acceleration, braking, energy consumption, ride quality and noise level. The simulated service testing exposed the LRV to repetitive duty cycles of starting, acceleration, running at speed, deceleration, stopping, and door opening and closing.

Port Authority of Allegheny County remodeled PCC car 1784 after modernized rebuilding of front end at Pittsburgh, Pa., in September, 1975. It has no number as yet.

The LRV was tested on the surface line from Riverside to Fenway Park and in the tunnel from Kenmore Square to Park Street in early morning hours when the line is normally shut down. A total of 2,042 miles was logged during the tests.

Boeing Vertol is under contract to deliver 175 LRVs to Boston and 100 to San Francisco. First production LRVs will be delivered later this year. They will replace the aging fleets of PCC streetcars presently in use in these cities.

TRAFFIC CHECKER James Brennan is a shrewd calculator in estimating crowd sizes. He used to do it for Chicago Transit Authority trolleys and buses, but now performs his jobs for buses and rapid transit cars. A namesake, Supreme Court Justice William Brennan, used to perform the same job for Public Service in New Jersey. Counting people is his job—that is, counting CTA riders. He's out on the streets in early morning and late afternoon rush hours. His tabulations serve as a measuring stick for CTA's Operations Planning Department.

New Electric Publications

FIFTY YEARS OF PROGRESSIVE TRANSPORT: A HISTORY OF THE TORONTO TRANSIT COMMISSION 1921-1971, by John F. Bromley and Jack May, has 176 pages, 8½x11″, published by the Electric Railroaders Assn. Soft-cover copies are being sent to all ERA members who paid their 1971 dues, in place of issues of *Headlights* magazine not published that year. Hard-cover copies are available from the ERA, 145 Greenwich St., New York, N.Y. 10006, at $16.95 each.

Over the past decade there have been at least four other historic coverages of the Toronto system. This latest one offers much additional material. Its 150 photographs are well selected and mostly well reproduced, covering the city, suburban, interurban, and later rapid transit rail routes of the half-century. Also included are rosters, notes on each route and services covering it, and 16-page foldout maps of the system in earlier and later years.

THE TRACKS OF NEW YORK: NO. 2, BROOKLYN ELEVATED RAILROADS, 1910, by Alan Paul Kahn and Jack May, 38 pages, 11x8½″, has soft cover and stapled binding. This is primarily a photo coverage of Brooklyn elevated and surface rapid transit lines of 1910. It details the track, operations, yards, stations, and rolling stock of the Brooklyn Rapid Transit system, with some history of the system. We like very much its fine photos of old Brooklyn. Copies cost $4.50 from the ERA (above).

WILKES-BARRE RYS. CO., by Benson W. Rohrbeck, has 72 pages, 6x9″, and soft covers. It costs $5.30 (Pa. residents add 30¢ tax) from the author at 1003 N. Chester Rd., West Chester, Pa. 19380. In addition to a dozen or so pages giving the history of the Wilkes-Barre trolleys, there are over 70 photos ranging from good to fair in reproduction, three foldout maps, and a roster of equipment. In its later years, until abandonment in 1950, the line purchased many cars second-hand. At its height it operated over more than 100 miles of track in the Wyoming Valley, famous for anthracite fields.

THE TRAMWAYS OF SOUTH YORKSHIRE AND HUMBERSIDE, by W.H. Bett, J.O. Gillham, and J.H. Price, has 75 pages, 6x9″, and stapled binding. Price is the U.S. equivalent of 75 pence in British currency from LRTL, 64 Grove Ave., Hanwell, London, England, W7 3ES. This is a reprint of coverage of now-abandoned tramway lines, including those in Sheffield, Grimsby, Rotherham, Hull, etc. Readers having a special interest in overseas tramways should welcome it. Text is brief, but there are many photos and maps.

Electric Lines Articles

OVER the past 40 years, this magazine has carried many fact articles and photo features—plus a few fiction stories—dealing with trolley, interurban, and heavy electric lines.

Our supply of back numbers of *Railroad*, a very few going back to October 1967, is far from complete, especially the issues prior to 1970. Readers who need back numbers we don't have on hand could probably get them through our *Switch List*. Here is a complete list of the articles:

Abilene Street Railway	Aug. '50
Alabama Power Co. (Tuscaloosa)	Jan. '49
Alabama Traction Lines (listing)	June '51
All-Electric Streetcar (PCC)	Feb. '45
America's Shortest Line	Jan. '47
Angel's Flight Railway	Nov. '41
Arizona Electric Lines (list)	Aug. '46
Arkansas Valley Interurban	July '49
Armored Trolley	Aug. '50
Baltimore & Northern's "Dolores"	Nov. '45
Battery Cars	Sept. '50
Before Wires Came Down (Virginian)	June '63
Big Rock Candy Mountain (parody)	Oct. '63
Billings Street Ry. (Montana)	Oct. '64
Birney Cars	Aug., Sept. '44
Black Mesa & Lake Powell RR.	Sept. '73
Boston Elevated Ry.	Aug., Sept. '46, Feb. '61
Branford Electric Railway	April '53, April '55
Brazilian Trolley Lines	Feb., March '65
Bristol (Va.-Tenn.) Belt Line Ry.	Mar. '71
Bristol & Norfolk	Sept. '65
British Columbia Electric Ry.	Oct. '46
Butte, Anaconda & Pacific	Mar. '54
Calcutta Streetcar System (India)	Dec. '66
Cambria County (Pa.) Forgotten Lines	May '48
Canadian National Interurban	June '60
Canadian Streetcars (list)	Oct. '52
Canadian Trolley Oddities	Nov. '43
Cape Breton Tramways	July '44
Car House Kids (Portland, Me.)	July '53
Celery Belt Route (Sanford, Fla.)	Oct. '50
Cemetery Trolleys	Nov. '55, June '60
Charles City Western	Oct. '49
Chautauqua Lake Route (JW&NW)	May '46
Chicago, Aurora & Elgin	Jan. '46, Aug. '59
Chicago-New York Air Line	Dec. '56
Chicago N. Shore & Milw.	July '47, Oct. '53, Aug. '59
Chicago Rapid Transit	June '44, Aug. '48
Chicago Rapid Transit (fiction)	March '44, June '53
Chi., SS&SB	Oct. '45, Feb. '53, Apr. '57, Aug. '49
Chicago Tunnel Company	Jan. '50
Christmas Trolleys	Jan. '40
Cincinnati Curved-Side Cars	June '46
Cincinnati & Lake Erie	May '68, May '71, Sept. '74
Cincinnati, Georgetown & Portsmouth	May '45
Cincinnati's Unused Subway	Aug. '62
Citizen's Traction Co. (Oil City)	Nov., Dec. '50
City Island Monorail	Dec. '67
Cleveland & Southwestern	May '54
Cleveland Transit System (roster)	Feb. '58
Colorado Springs & Interurban	June '53
Columbia Park & SW (Trolleyville, U.S.A.)	Oct. '66
Combs Monorail Line	Sept. '47
Connecticut Company	Apr. '47, July '52
Copper Hauler (BA&P)	March '54
Cross-Country Interurban (LEBG&N)	June '52
Cross-Island Trolleys (Long Island)	Oct. '44
Curved-Side Cars (Cinn. Car Co.)	June '46
Daisy Line (New Albany, Ind.)	July '46
Dan Patch Line	Aug. '65
Delaware-Maine Trolley Trip	Nov. '48
Des Moines & Central Iowa	July '42, May '51
Dismantling 9th Avenue El	March '41
Doubledecked Trolleys	June '43
Down East Interurban (AVRR)	Oct. '42
East Shore & Sub'n. Ry.	Aug. '59
East Bay Transportation	Oct. '47

Eastern Ohio Traction — March '46
El Paso City Lines — Jan. '52
Electric "Hay-Wagon" (KCPS) — June '41
Electric Rail Terms (dictionary) — Nov. '42 thru Apr. '43
Electrocuted but Still Alive (Ithaca) — June '47
Electroliner, The — July '47
Empire State Trackage (list, map) — Feb. '45
Era of West Virginia Trolleys — Sept. '48
Experimental Juice Jack (PRR) — Nov. '49

Fairmount Park Trolleys (Phila.) — Dec. '46
Father of Electric Traction (Sprague) — Aug. '40
Filtration Plant Ry. (Mols.) — Jan. '47
First Big Electric Wreck (WJ&S) — Dec. '36
Five Miles for a Nickel (Nelson, B.C.) — March '69
Florida Streetcars (list) — Dec. '46
Forgotten Trolleys (Penna.) — May '48
Fort Dodge, Des Moines & Sou. — Sept. '52, Oct. '59
40 Years Ago in Calif. (Nev. Cv. Trac.) — Dec. '44
From Horsecars to Birneys (Halifax) — Oct. '54
Funeral Car "Dolores" — Nov. '45

Gallitan Valley Ry. — Dec. '59
Gone With the 5¢ Hershey Bar — Aug. '47

Hagerstown & Frederick Ry. — Mar. '45
Hail to the RCC (Rectifier) — May '50
Hershey-Cuban Railway — Nov. '46, Oct. '60
Hershey Transit Company — Nov. '41, Aug. '47
High Speed in Big Cities — Feb. '47
High Water on Great Salt Lake (SLG&W) — Dec. '48
Hill of Howth Tramway — Sept. '57
Hired, Mired & Fired (NJRT) — March '55
Hobble-Skirt Cars — Feb. '44
Horsecar Days — Feb. '46
Hudson & Manhattan Railroad — Nov. '47
Hudson Valley Ry. — Dec. '55

Illinois Terminal Railroad — Dec. '51, May '55
Illinois Valley Ry. — April '50
Indiana R.R. (roster) — Aug. '68
International Streetcars (El Paso) — Jan. '52
Interurban Ry. & Term. (Cinn.) — Dec. '47
Interurbans — Aug. '37
Interurbans of Midwest — Sept. '53
Interurbans, The last — Feb. '55
Interurbans, Twilight of the — July '48
Ireland's Last Tramway — Sept. '57
Ithaca (N.Y.) Tramways — June '47

Jamestown, Westfield & NW — May '46
Japan, Juicefans' Paradise — April '51
Juice Line Photo Survey — Nov. '53
Junction City & Ft. Riley — Dec. '58

Key System — Oct. '47, Aug. '55
Key to the Bay — Aug. '55

Lackawanna & Wyoming Valley — March '51
Lake Erie, Bowling Green & N. — June '52
Lake Shore Electric Ry. — Nov. '51
Last Days Sacto. Northern Pass. Service — Dec. '40
Last Interurbans, The — Feb. '55
Last of the Cable Cars — Nov. '45
Life of Riley, The — Dec. '58
Laurel Line, The — March '51
Leading the Hotshot (Chicago) — Aug. '48
Lehigh Valley Transit — Sept. '42
Long Island R.R. (elec. roster) — July '50
Loudon Park Cemetery Trolley (Balto.) — June '60

Maguire S.D. (Int. Railfans) — Oct. '67
Malbone Street Wreck (Brooklyn) — Oct. '36
Manchester Street Railway — Aug. '53
Manhattan City & Interurban — Dec. '58
Manhattan's Early RPO Lines — June '48
Marion (Ind.) Railways — Jan. '43
Marker Lamps (fiction) — March '44
Memorable Trolley Ride — Dec. '67
Memories of the CG&P — May '45
Memories of the Ivy Way Line (Illinois) — April '50
Metropolitan Transit Authority (Roster) — Feb. '61
Mexican Trolleys — June '61
Mexico City (roster) — Oct. '68
Millions for Transit (Boston) — Sept. '46
Military Trolley Line on Corregidor — May '69
Milwaukee El. Lt. & Pwr. — April '43
Minneapolis Filtration Plant Ry. — Jan. '47
Minnie Was a Lady ("Mineola") — Feb. '56
Muskegon (Mich.) Tr. & Lt. (riot) — Sept. '75
Modernized South Shore Line — April '57
Monorail for Los Angeles — Dec. '53
Monorails — Sept. '47, Dec. '63, May '65, Dec. '67
Montana's First Streetcar Line — Oct. '64
Montana's Only Interurban — Dec. '59
Montreal Carways — Jan. '55
Municipal Rys. of San Francisco — April '52
My Ohio Car Home — Nov. '55

Nelson St. Ry. (B.C.) — Mar. '69
Nevada County Traction (Cal.) — Dec. '44
New Albany & Louisville — July '46
New Haven Electrics — April, June '59, April, May '75
New Jersey Beach Railways — Sept. '45
New Orleans Streetcar Blues — Aug. '52
New York to Boston by Trolley — Dec. '43
New York to Chicago by Trolley — March '42
New York State Electric Lines (list) — Feb. '45
New York State Railways — April '61
New York Subways (el roster) — June '57, June '67
New Zealand Tramways — July '50
Norfolk Trolley Days — Dec. '54
North Coast Lines (roster) — June '44
North Jersey Elec. Lines (roster) — June '58
North Jersey Rapid Transit — Sept. '49, Feb. '51, Mar. '56, (poem) Feb. '66
North Shore Story (CNS&M) — Oct. '53
Northern Indiana Railways — Feb. '45
Not a Wheel Turning (fiction) — March '49
Nottingham & Derbyshire Tram — July '51
Nova Scotia Light & Power — Oct. '54

Ohio Public Service — Nov. '45
Ohio Street & Interurban Rys. (list) — Nov. '52
Oklahoma Traffic Boom — June '45
159 Miles Per Hour (Japan) — Dec. '63
One-Town Interurban (Bristol, Va.-Tenn.) — March '71
Open Trolley Cars — Aug. '43, Aug. '45
Oregon Train (Portland Elec.) — May '47
Orleans & Kenner Traction (La.) — Sept. '51
Our Own Lingo (el. rail slang) — Oct. '53

Pacific Electric — Jan. '42, Jan. '44, Aug. '54 (fiction, Aug. '59
Pantographs Down (fiction) — Jan. '51
Patchogue Battery Car Line — June '51
Pennsy Electrics (roster) — Oct. '62, Dec. '66
Perry & Colfax Interurban — May '51
Philadelphia Rapid Transit — Feb. '47
Phila. Suburban Transp. Co. — Oct. '55, Dec. '60
Philadelphia Subways (roster) — April '58
Piedmont & Northern — April '44
Pioneer Interurban (Sandusky, N&M) — Aug. '68
Pittsburgh & Butler St. Ry. — Aug. '49
Pittsburgh Railays — May '44, Jan. '54
Portland Elec. Pwr., Portland Traction Co. — July '45, May '47, May '53
Portland Railroad (Maine) — July '53
Potomac Region Trackage — April '46
Private Trolley (Tampa) — July '40
Private Trolley Line (Toledo) — Feb. '58

Queensborough Bridge Ry. — Oct. '51

Rail Polisher (N.Y. subways) — June '67
Rectifier Railway Car — May '50
Remember the Days — June '55
Retired Motorman's Paradise — Aug. '60
Ride Memory Lane (Branford) — April '55
Riding the Running Board — Aug. '45
Rise and Decline of Midwest Int. — Sept. '53
Roby & Northern RR (Texas) — Jan., May '74
Rochester (N.Y.) Subway — Oct. '48

Sacramento Northern Ry. — Dec. '40
Safety Last — July '45
St. Lawrence Int. RR & Land (NY) — June '69
Salt Lake Garfield & Western — Dec. '48
San Francisco-Oakland Term. Ry. — Aug. '59
San Francisco Cable Cars — Nov. '45, April '55
Sand Springs Railway — March '53
Sandusky, N. & M. (Ohio) — Aug. '68
Sanford Traction Co. (Fla.) — Oct. 30
Seashore Electric Railway — Aug. '56
Seoul Narrow Gage — June '63
Servico ds Trans. Elec. (Mexico City) — Oct. '68
750 Miles in 10 Hours — Dec. '56
Shaker Heights Rapid Transit — May '49
Shortest Line (Minneapolis) — Jan. '47
Sightseeing Trolley (KCPS) — June '41
Sixth Avenue Subway Line — Jan. '40
60 Years of Pacific Electric — Jan. '42
Snowbound in Iowa (FDDM&S) — Oct. '59
South Shore line — (see CSS&SB)
Southern Cambria Ry. (Pa.) — April '48
Steam Train, Trolley Wire (WCF&N) — April '49
Steel City Traction — Jan. '54
Stockholm Subway — Nov. '53
Street and Interurban Lines ('43) — May '43
Street and Interurban Lines ('45) — Dec. '45
Street and Interurban Lines ('48) — Jan. '48
Street and Interurban Lines ('50) — Feb. '50
Street and Interurban Lines ('52) — March '52
Street and Interurban Lines ('56) — Apr. '56
Street and Interurban Lines ('58) — Oct. '58
Street and Interurban Lines ('63) — Aug. '63
Street and Interurban Lines ('69) — Feb. '69
Streetcar Cavalcade — Mar. '40
Streetcar Named "Mabel" — Aug. '51
Streetcar Post Offices — Sept. '38, Sept. '54
Streetcar Riot (Muskegon, Mich.) — Sept. '75
Streetcar Thrills — April '36
Streetcars at Christmas — Jan. '40
Streetcars on Display (list) — April '60
Subways of the World — Feb. '64
Subways and Els of World — Feb. '38
Subway Wreck. 97 Killed — Oct. '56
Sunset Lines (CA&E) — Jan. '46
Swedish Underground — Nov. '53

Tampa Electric Railway — July '40
Texas Electric Railway — Nov. '44
Third Avenue Elevated — June '56
Third Avenue RPO Cars — June '48
Third Ave. Ry. Vienna 600s — Aug. '68
Third-Rail Thriller — Dec. '49
Thousand Islands Trolley Line — June '69
1000 Miles by Trolley — Dec. '37
Tokiado Electric (Japan) — Dec. '63
Tokyo Elec. Express RR — Dec. '68
Toonerville Trolley — Feb. '38
Toronto Transp. Co. (roster) — Feb. '58
Transatlantic Trolleys (TARS 600s) — Aug. '68
Tri City Traction (W. Va.) — Sept. '44
Trip on the Niagara (NSTC&T) — Feb. '52
Trojan Trolleys (Troy, N.Y.) — Dec. '55
Trolley Freight (Hershey) — Nov. '41
Trolley Museums (list) — Apr. '60, Aug. '67
Trolley on Island in Lake Erie — July '73
Trolley Town (Seashore Elec.) — Aug. '56
Trolleying Down Memory Lane — July '52
Trolleys in Mexico — June '61
Trolleys up Ontario Way — Sept. '43
Trolleyville, U.S.A. — Oct. '66
Tropical Interurban (Cuba) — Nov. '46
Tuscaloosa Belt Line — Jan. '49
2,000 Miles by Trolley — Apr. '61
Twilight of Interurbans — July '48
Twin City Lines (Inter-Campus) — Aug. '46

U.S.A. Quartermaster Corps (Corregidor) — May '69
United Traction (Troy, N.Y.) — Dec. '55
University-Owned Car (U. of Ill.) — July '43
University-Owned Line (Mpls.) — Aug. '46
Up-and-Down Railway (Cable) — April '52
Urban Interurban (NA & Louisv.) — July '46

Vesuvius Railway (Italy) — Jan. '45
Victory Park Ry. (Ohio) — July '73
Virginia Streetcars 1888-1949 — March '50
Virginian Railway — June '63

Washington-Virginia Ry. — Aug. '51
Waterloo, Cedar Falls & Nor. — March '49
Waterville Street Ry. (Maine) — Nov. '48
West Jersey & Seashore Wreck — Dec. '36
West Penn Railways — Dec. '42, June '49
West Texas Pioneer (Abilene) — Aug. '50
West Va. Trolleys (list) — Spet. '48
What Is an Interurban? — March '45
Wheeling Along South Shore — Oct. '45
When Streetcars Were Young — Nov. '54
White Flags Into Oblivion (NJRT) — Feb. '51
Willometto Valley Line — (see Portl. Elec. Pwr.)
Winepa Story — Dec. '52
World's Busiest Crossing (Chicago) — June '44
World's Greatest RR. (BM&LP) — Sept. '73

HOBBY CLUB

conducted by Sy Reich

MoPac 2-8-2 No. 1699 gives railfans 24-hour service around their hobby room. Unidentified gal shows how two-piece poster set, measuring 15x63″, including tender, stretches along wall. The Inkwell, Box 27, Woodinville, Wash., have other similar rail posters.

AS WE MOVE into deep autumn and as railfan club activities go into full swing, the slides we took last summer get a fond remembrance treatment. *You* could be "it" for a club meeting show. Some of these shows are bright and crisp; others are not. I've sat in on both. Ted Bossert of the Hartford (Conn.) Division, Railroad Enthusiasts, Inc., tells how to put over a good slide show:

(1) Intelligent editing. Know which slides are in your container before you begin flashing them on the screen. Take out all the poor ones—i.e., too dark, out of focus, etc. Eliminate repeats, but don't throw them away. If they are high quality and you don't need them, you could trade with other fans. Place your slides in an order consistent with the commentary you aim to make. This can be done if you bring them in the original box.

(2) Commentary. Fellows attend slide shows mainly to look at pictures, but your remarks about them also should be important. Don't dwell too long on any one slide unless your spiel is really informative.

(3) Variety is a *must.* A dozen views of the same car or locomotive are out—unless your presentation is based on its operation. And exhaustive studies of the members of a particular class of engine or car are not recommended.

(4) On "open slide nights" each fellow should courteously limit his own presentation to a half-hour or less, so that others can show theirs and thus add great variety to the evening's entertainment. Finally, don't be surprised if you get questions or even unflattering remarks from the audience, especially if the hour is late. Such things we must watch out for. They are less likely to happen if you follow the above suggestions.

IF RECENT figures on dining-car serving meals interest you, consider those compiled by Dottie Lamb in Tennessee Valley Railroad Museum's newsletter *Cinders and Smoke.* The club's two Crossville Autumn Leaf Specials are being run in October with diner 3158. Dottie says the museum's hard-working dining-car crew on the last four weekend trips (two specials to Huntsville and two to Crossville, served 1,313 breakfasts and 2,730 dinners. These figures come from actual count of menu tickets. The TVRM crowd don't fool around on these meals either. They mean a breakfast, not just coffee and a bun. When it comes to dinner the 44-seat capacity 3158 finds the knife and fork league in session with much more than a sandwich and a coke.

CENTENNIAL ACHIEVERS BANK, a junior company, has taken on a project of reconditioning, plating, and mounting 2,000 railroad spikes recently removed from the Colorado Springs track of the Santa Fe as a historical sales project. So says the CM Chapter of NRHS newsletter, *Colorado Midland Rails.*

The finished spikes, neatly plated in gold, silver or chrome, will be mounted on a walnut plaque with an engraved plate for the Colorado Centennial-Bicentennial and sold with a booklet containing a history of the Santa Fe Ry. construction through Colorado Springs. A limited edition will be issued with the buyer's name and a serial number engraved on each plate. This, with the plated spike, will be mounted on a walnut plaque shaped like the "76" seal and will sell for $100. A $25 down payment is requested. Other variations of the mounted spikes will be available in plaques and pen-and-pencil sets selling for $30 and up. Contact Ron Zink, 1st National Bank, Colorado Springs, Colo.

TO KEEP the record straight, this is the first year that the Museum train behind ex-Canadian Pacific 3716 has run in British Columbia. (photo in our Oct. issue.) The Royal Hudson ex-CP 2860 started running Wednesday thru Sunday in 1974. Last year she hauled 53,000 people on trips from North Vancouver to Squamish, B.C., which could be equalled or broken in 1975.—Ernie Plant, 19894 24th Ave., Langley, B.C., Canada V3A 4P5.

EVER hear of the Railroadiana Collectors Association, Inc.? We didn't either, until club secretary Dan Moss of Mobile sent us some details. The RCAI was formed in Nov. '71 as a non-profit group to promote communication, education, and goodwill between collectors of railroadiana and rail history.

The members own the RCAI and direct its policies and goals. Apparently it doesn't duplicate the efforts of other club. The country is divided into regions, with a vice president in charge of each, elected by members of that area. All members help to elect their national officers. A quarterly *Railroadiana Express* is published on the 1st of March, June, Sept., and Dec. It includes articles and pix. All members are urged to submit material to it. Free ads are available to the membership in the *Local Freight* column.

Dan also points out that an annual Directory is issued, usually after the first of the year, giving a rundown on the members and their interests. A classification section is divided into some 50 collecting interests. Each member is listed under what appeals to him. This Directory sounds like a handy reference book. A $6 membership includes a card, 4 issues of the *Express* and one of the Directory, sent 1st-class mail. So, for collectors seeking that hard-to-find item, maybe RCAI is the answer. Contact Dan Moss, 405 Byron Ave., Mobile, Ala. 36609.

SCHUYKILL COUNTY RR. CLUB is now organized. Railfans and rail modelers are welcome to its monthly meetings. Info from Tony Rice, 14 W. Frankin Street, St. Clair, Pa. 17970, or Bill Willard, 601 Greenwood Ave., Pottsville, Pa. 17901.

PHOTO LETTERHEADS of The Alaska R.R., with five different letterheads per set,

Gulf Coast Chapter, NRHS, tavern-lounge-observation car *Good Cheer* changes ends on the Santa Fe turntable in Fort Worth yards after arriving on Amtrak's *Lone Star* from Houston, Texas, on May 24, 1975. The car, donated to the club by Kansas City Southern in 1968, had formerly been part of the consist on KCS's *The Southern Belle.* Ed Dowley is president of the Houston-based NRHS railfan club.

John B. Abney, 814 N. 15th St., McAllen, Texas 78501

are being sold by Alaska-Yukon Chapter of NRHS. They depict a loco at Clear; engine No. 502 on the Anchorage turntable; loco No. 2 on the Alaska Central R.R.; a steam shovel at Moose Creek, and the Yakutet & Southern 2-6-2 at Yakutat. The chapter's newsletter *Moose Gooser,* says 25 sheets per set sell for $3.50, including postage. Contact Warren Roberts, president, or Jack Klingbiel, veep, of the chapter at P.O. Box 2248, Anchorage, Alaska 99501.

NICK MORANT, CP Rail's photographer par excellence (one of our *Interesting Railfans*), reports that a short, interesting treatise, "Railways in Southern Alberta," has been written by R.F. "Paddy" Bowman, at the behest of the Lethbridge Historical Society. Paddy, used to be a CP superintendent at Lethbridge and is well versed in history. He traces the growth of railways in the area from the time they were small systems owned by Northweat Coal & Naviation, Alberta RR. & Irrigation, and Frank & Grassy Mountain, until absorbed by CP. Some old locos from these lines were sold to buyers as far away as the Yukon. One, apparently, didn't make it further than the Spiral Tunnels near Field, B.C. It lies there today, an old Baldwin, stripped to skeletal remains. Much mystery surrounds how it came to this final resting place at the foot of Mt. Stephen.

Paddy's father came to Lethbridge on the narrow-gage in 1889 and the young official-to-be was boosted onto the back fence of his home to watch the arrival of the hotshot passenger train *Spokane Flyer.*

THE SMALL town of Amboy, 40 miles southwest of Rockford, Ill., is acquiring the old Illinois Central 3-story depot as a museum and historical center, says the energetic Northwest Ill. Chapter of NRHS newsletter *Northwest Limited.* The building, vintage of 1873, served as a Freeport division headquarters until 1893. Amboy is of historical rail significance, since the Order of Railway Conductors union was founded there.

RAILFANS living in Texas and surrounding states might like to visit an unusual museum. Gil Wildhagen, of the Southwest Railroad Historical Society, while on a recent swing through the Lone Star State, stopped off at Sulphur Springs and called on Roger S. Plummer, president of the Carnation Belt, Sulphur Bluff & Pacific RR. In the Society's newsletter, *The Clearance Card,* Gil said that Roger showed him a great railroad museum. Included are autographed pictures of railroad prexies he has known, a pair of sleeping-car oil lamps, marker lamps of all eras of railroading, and pix from all over the U.S. The climax of Gil's visit came when Plummer doused all the house lights and flipped some switches, turning on rail lights throughout the entire room, complete with sound effects of a Union Pacific Big Boy whistling for a crossing enroute up Sherman Hill. Railfans are invited to visit his museum, says Roger S. Plummer, 1020 North Davis, Sulphur Springs, Texas 75482.

RECENT Maine Central roster, reminds me that I own MEC Whitcomb No. 1. Built in 1932 at a cost of $7,400 for the Maine Central, she worked in lower Lewiston, Maine, replacing a steam switcher. A CR 16 model, she weighs 25 tons with a 145-hp gasoline engine. No. 1 was sold to National Fireworks Co. of West Hanover, Mass., in Nov. '41 and later bought by Ingles Stone Quarry at Bedford, Ind. The Victor Oolitic Stone Quarry of Bloomington, Ind., owned the Whitcomb when I bought her, inoperable and vandalized, in May '73. I have been rebuilding her with a Cummins (1940) HBI diesel to run on 100 feet of track in my back yard as part of a museum development.—John H. Martin, Johnson Co. RR Museum, 1041 Park Ave., Franklin, Ind. 46131.

ADVICE From the Pacific Southwest Ry. Museum at San Diego, Calif.: Ladies, are you tired of being a rail-widow while your husband spends evenings and weekends at work parties, steamups, or club meetings? Although it does keep him off the streets at night, a PSRUMA Women's Auxiliary (the Loco Belles?) may be just the answer. Show him that men don't have a corner on the market and at the same time provide a valuable service to the Museum. You don't need a knowledge of railroading. Just a desire to participate in a worthwhile endeavor. Besides, it just might be fun, working with wives of other railbuffs. You would all share a common problem: your husbands' disease, for which there is no known cure. Any other railfan club auxiliaries around?

THE JAPANESE Ministry of Posts and Telecommunications says they still have available 10 postage stamps in the steam loco series featuring classes 8630 and C11. Of the engines illustrated, two belonged to the Meiji era (1865-1912), three to the Taisho era (1912-1926, and others to the Showa era, 1926. For more info and price, write to Philatelic Agency, Tokyo Central Post Office, Tokyo 100, Japan. •

BOOKS of the RAILS

by GORTON T. H. WILBUR

THE STREAMLINE ERA, by Robert C. Reed, 298 pages, 8½x11˝, hard cover, photos, rosters, diagrams, Golden West Books, $24.95. (Available from Railroad Magazine Book Service.)

Bob Reed presents a fairly complete transportation streamline story: railroads, airplanes, automobiles, and buses, giving railroads the best part of his book. Included are the evolution of semi-streamlining of steam locomotives, the coming of the Q's famous *Zephyr* and Union Pacific's *City of Salina* streamliners, the mad dash by our railroads to streamline the passenger train, the diesel's invasion into the proud domain of steam, and makeshift streamliner conversions.

Together with some fine foreign power treatment, the author brings out a little-known fact that after a trip to England in 1924, Samuel Felton, chairman of the board of the Chicago Great Western, was so impressed with the smoothly finished and colorful enameled locomotives he saw there that he did something about it. He promptly ordered one of the CGW's top passenger engines, No. 916 (shown in the book), to be semi-streamlined in English style, making this, according to Reed, perhaps the first true semi-streamliner in America.

Among the more than 500 illustrations is a good selection of U.S., Canadian, and European steam and diesel locomotive and train prints. Four fine color plates of Santa Fe, NYC, Espee, and Union Pacific steam and diesel power make a big plus. Also in this interesting book you'll find a complete list of streamliners, 1933-'42, with train name, railroad, route and date placed in service.

ERIE LACKAWANNA EAST, by Karl R. Zimmermann, 80 pages, 8½x11˝, soft cover, photos, map, roster, timetable, Quadrant Press, $3.95. (Available from Railroad Magazine Book Service.)

When Quadrant's Steve Bogen dropped around to our office with this new book, I was delighted to get it, having previously read Karl's *The Milwaukee Road Under Wire*. In view of the present bankrupt status of EL and what will develop under ConRail, he could have called his work, After the Erie Lackawanna. For the many EL fans, as well as other hobbyists, this is a good buy, with well-laid-out pix and text taking in motive power and rolling stock from the Erie and Lackawanna marriage on October 17, 1960, up to the present period. There's much for DL&W and Erie historians, too. An entire section covers the passenger-train-era with such well-known names as *la belle Phoebe Snow, Erie Limited, Lackawanna Limited, Lake Cities, Atlantic* and *Pacific Expresses, New York Mail,* among others. Even the Hoboken ferry, of pleasant memory, has some play. Karl's photography, plus that of Victor Hand, Roger Cook, Bob Collins, and Steve Ward on glossy paper make this book especially enjoyable.

COACH TRAINS AND TRAVEL, by Patrick C. Dorin, 192 pages, 8½x10½˝, hard cover photos, map, Superior Publishing Co., $14.95. (Available from Railroad Magazine Book Service.)

Pat Dorin is no stranger to us. We've enjoyed his *CP* story, *C&NW Power,* and *The Domeliners,* among others. His current book *Coach Trains and Travel* takes a different twist, but one long overdue. Many are the works written about the *20th Century Limited, California Zephyr, Crescent Limited, Empire Builder, Broadway Limited, The Canadian, Panama Limited, Overland Limited, Merchants Limited,* etc. Hardly touched was the backbone of railroad passenger service, the coaches and chair cars, which have carried pioneers, tourists, families, and commuters between whistle stops and big city centers for the better part of 175 years.

Pat writes: "The purpose of this book is to trace the development of coach and chair car travel from the *De Witt Clinton* to the *Metroliners* and *Turboliners* of 1975. It covers most of the types of coach services offered in the USA and Canada including the doodlebugs, RDC's, the world famous *Challengers,* all-coach streamliners, local runs, commuter trains, milk, mail and express trains, slumbercoaches, special tour trains, and finally the two newest organizations in the USA: *Auto-Train* and Amtrak.

"Canadian roads covered are Algoma Central and Ontario Northland; CP and CN being taken care of in other volumes by this author. The railroad passenger coach has received little attention but yet some of the nation's finest trains were 'all coach' trains. The coach was, and is, the most economical form of transportation and has served in the widest variety of train operations. No other car can boast such a service record."

PRAIRIE OASIS, by Don Hofsommer, 159 pages, 6x9˝, soft cover, photos, timetables, maps, Wauken & Mississippi Press, $4.95. (Available from Railroad Magazine Book Service.)

Having been a small-town New England boy, I can well understand the fun Don must have had in writing *Prairie Oasis* about the railroads, steamboats, and old hotels that made up Iowa's Spirit lake country many years ago. It is as American as applie pie, hot dogs, and ice cream. Probably many Midwesterners remember riding the Milwaukee and Rock Island out to Dickinson County and spending vacations along Spirit Lake. Their grandparents may have ridden Burlington and Cedar Rapids & Northern trains into this resort area, with side trips on the colorful little steamboats.

This triangular relationship, says Don, enjoyed its *belle epoque* from 1883 until World War 1; it was fractured by the auto age; and it passed into history when passenger trains vanished from the region in the 1950s and with removal from the lake of the *Queen* (last of the boats) in 1973. Today only the resorts, in their modern dress, dependent on rubber-tire transportation, remain as a reminder of a grand and nostalgic era.

The spectacular 1882 pile-up of the Boston, Concord & Montreal Railroad locomotives *Plymouth* and *Franconia* at Long Pond, Ashland Hill, N.H., from *The Up-Country Line,* by Edgar T. Mead, published by The Stephen Greene Press. A review of this book appeared in October's *Books of the Rails.* Edgar Mead is the author of several short line books, among which is *Over the Hills to Woodstock.*

THE MODEL RAILROADING HANDBOOK, by Robert Schleicher, 227 pages, 8½x11˝, hard cover, photos, text, Chilton Book Co., $15. (Available from Railroad Magazine Book Service.)

This practical handbook provides a wealth of tested model techniques, some never before published.

Periodicals and Journals

THE BULLETIN, National Railway Historical Society, is edited by Wm. C. Wagner (March's "Interesting Railfan"), Box 2051,

Phiadelphia, Pa. 19103. The latest is Vol. 40 No. 3, with 71 pages of good reading that includes "A Frustrating Rail Trip in the Days of Steam," by Willis Wilson, a retired assistant general passenger agent of the ex-Great Northern; "Yosemite Valley Railroad," by Alfred Runte; Robert E. Byrd's "Midnight Passage: The Southern Crescent," and Ed Mahoney's "The Old Fort Leavenworth Bridge." All articles are illustrated with photos, maps, and timetables. This issue announces that chapter activities, effective next year, will be handled differently.

In reviewing the response to the NRHS readers' survey, conducted recently, Bill and his staff felt that the present method of reporting these activities was not filling the Society's needs. They agree that a permanent record of each chapter's trips, meetings, etc., compiled on an annual basis, would answer the need. So, chapter activities, director's meeting and the annual convention will provide the contents of their issue No. 3 of the following year. The deadline for 1975 chapter doings will be Jan. 15, 1976.

B&M BULLETIN, Summer 1975, is edited by John C. Hutchins for the Boston & Maine Historical Society, Inc., P. O. Box 302, Reading, Mass. 01867. This is John Hutchins' final edition as the Society's publication editor, and it's too bad. All his *Bulletins* have been good. This one especially. I really like H. Arnold Wilder's "Woodsville: A White Mountain terminal." This past summer, I traveled by car from White River Jct., Vt., close by the old Conn. & Passumpsic to Wells River-Woodsville area, and then out of Woodsville following much of the former Boston, Concord & Montreal right-of-way through beautiful northern New Hampshire to Weirs on Lake Winnipesaukee. The article is well illustrated with pix, timetable, and a general map of the area drawn by Dick Symmes. The post-1911 B&M steam roster, part VIII, closes a fine effort.

THE MARITIME EXPRESS, Summer 1975, is edited by R. D. Tennant, Jr., for Scotian Railroad Society, P. O. Box 798, Armdale Postal Station, Halifax, N. S., Canada. Another fine quarterly journal by one of Canada's finest railfan groups. Editor Tennant covers the railway museum at Musquodoboit Harbor, N. S., in an article by David E. Stephens. Other pieces are "Railway by-the-Sea," by Kenneth A. W. Gansel, and "The Albion R.R.," Part IV; and "Jury Findings and the GMA Pullout," by H. Bruce Jefferson. "Summer '75 on the Cape Breton Steam Railway" rounds out a good issue with glossy prints and interesting text.

TRAINLINE is edited by Kevin P. Keefe for Tourist Railway Assn. Inc., a non-profit New York State group chartered to further the aims of the membership composed of railroad museum operators, tourist railways, railroad excursions, suppliers, private car owners, etc. For further info write TRA, Inc., Suite 2612, Empire State Bldg., N.Y.

THE LENSMEN, Nov. '75, is edited by John R. Taibi (one of our "Interesting Railfans"), 14 pages, soft cover, 8½x11", glossy paper with high-quality pix, P. O. Box 486, Brentwood, N. Y. 11717, and published quarterly at $4 annually, Canada $4.75, overseas $5.50. *The Lensmen* is devoted to expert railfan photography. Excellent pix by John Locke, Steve Patterson, Karl Zimmerman,and Gordon S. Cromwall, among others, highlight this issue. I especially liked the late Bill Witbeck's Southern picture charm on the front cover, showing No. 150 of the Mississippi Central (ex-IC 2077) cutting through the piney woods with a log train bound for Natchez, and Zimmermann's shot of a D&RGW train drifting downgrade from Tennessee Pass at Keeldar, bound for Pueblo, Colo. •

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The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

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THE SWITCH LIST

All ads in this section cost 15¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Baigley, advertising manager, Railroad Magazine, 420 Lexington Avenue, New York, N.Y. 10017.

COLOR SLIDES of diesel and steam locomotives, large assortment covering all class 1 railroads and many short lines. Also black and white action photos. Sample and catalog, 35¢—Midwest Photo, 922 Main Street, Keokuk, Iowa 52632.

SETH BRAMSON, 8035 Cecil, Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors, or any Florida railroadiana. Buys rail, trolley, and in quantity. Sells selected items; fills wants lists.

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MILWAUKEE ROAD memorabilia wanted, 1849-1975. —Alden Miller, 3212-34th Avenue South, Minneapolis, Minn. 55406.

BUYING railroad collections and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, miscellaneous items. Single items and small accumulations purchased by mail. Collections can be picked up anywhere in the country.—Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

HERE AGAIN! Still seeking old railroad stock or bond certificates. Poor's or Moody's Manuals, junk ticket-dater machines. I swap, too.—Bob Greenwalt, 9239 DeAdalana, Rosemead, Calif. 91770.

TIMETABLES, buy, sell, trade. Any year, any railroad, public or employee. Will send free listing of all Amtrak timetables for SSE.—Carl Loucks, 199 Wayland Street, Hamden, Conn. 06518.

MIDWESTERN RAILS, a newsletter for fans of Midwestern railroads, 12 monthly issues for $9. For information write White Publishing, 208 N. Stewart Street, Geneseo, Illinois 61254.

PENNSYLVANIA RAILROAD steam recordings: 12″, 33.3 rpm, $5.50 each, postpaid. Wisc. residents add state tax. Request an advance notice mailing card for future releases.—Railroad Record Club, Hawkins, Wis. 54530.

WE ARE the most extensive buyers of timetables. We buy large and small collections. Top prices. Try us first.—Antique Timecard Aquisitors, 21 E. Robin Rd., Holland, Pa. 18966.

GLASSES—GLASSES: Atlantic Coast Line iced tea glasses, B&O water glass, NYC highball, D&H highball, GM&O highball, Frisco highball, EL 8-oz. first air-conditioned 1969, PRR. highball. All $12 per dozen, $1 postage, mixed lots $2 extra.—Anthony Citro, 1452 Hamburg Turnpike, Wayne, N.J. 07470.

I WANT TO BUY RAILROADIANA, single items or complete collections of paper or hardware. Send description and price desired.—Al Rixon, Box 5063, Philadelphia, Pa. 19111.

BUYING NEGATIVES or slides? Tired of continually sending for lists? Rail Film Monthly has new listings of negatives and original slides in each bi-monthly issue. If you'd like to sell these, send SSE describing what have. For sample copy send 75¢, or $4.20 for 6-issue subscription to RFM, Box 4676, San Fran., Calif. 94103.

LAST CHANCE, need your help! Writing a book about the Duluth Winnipeg & Pacific (DRL&W, VRL&W, predecessor lines), publication soon. Need photos, tts., first-hand stories. Especially need negs. or photos of CN/DW&P 2-6-0 #484-486, 4-6-0 #1352-1353, 1546, (late '59, early '60), 2-8-0 #1800-1804, 2459, CV 405, 406. In-service photos of 2-8-2 #3000 and 0-6-0 #7066. Need negs. or photos of railfan trips run on DW&P, late 50's, 60's, out of Duluth. Esp. the 1964 Labor Day trip sponsored by Illini Railfan Club. Also need written or photographic evidence or confirmation that DW&P #3000 (probably #2399 then) was displayed at Panama Exposition of 1915. Alco records missing or destroyed. SSE expedites answers. Serious parties only, please contact Jim Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101.

WORLD OF SOUTH AMERICAN STEAM, published 1974, still available. From 4-4-0's to Mallets, over 200 photos and steam-finding maps, $7.95 softbound, $10.95 hard.—Roy Christian, 1691 Wilshire Dr., Aptos, Calif. 95003.

ANNUAL PASSES, huge list for 20¢ in stamps.—Ken Prag, Box 431-RP, Hawthorne, Calif. 90250.

FOR SALE: 110 different railroad emblem watch fobs, $2.50 each. Tie tacs, key chains, tie clips, $1.75 each. Large belt buckles, $5 each plus 50¢ postage. Send 10¢ stamp for free list. Dealers write—Hoovers, 120R Fruit, Peru, Ill. 61354.

RAILWAY NEGATIVES and original slides, mostly recent-vintage diesel and electric power. Some European and Japanese slides. No list; state requests.—William J. Brennan, 82 Devonshire Rd., Cedar Grove, N.J. 07009.

ADD REALISM to scale models with many-colored flashing lights. Home-built unit has railroad flasher and gong, traffic signals, tower and building lights; exciting details.—Unique Electronic Devices, Box 235 East, Peterborough, N. H. 03458.

RAILROAD PLAYING CARDS: send stamp for interesting new list of full decks, single cards, and other items.—Margaret Meyer, 67 Hall St., Akron, Ohio 44303.

I WANT RAILROAD FICTION, technical railroadroadiana, rule books, model railroading and live steam; 8x10″ photos, original negatives (no copies).—A. Rhoden, 4653 Malden, Chicago, Ill. 60640.

CANADIAN DUPLICATE SLIDES: 60¢ diesel, passenger, scenes, etc. Some misc. railwayana. List 20¢; with sample, 50¢. I want Quebec steam and traction negs.—Burridge, Box 152R, Dorval, Que. H9R 4N9, Canada.

RAILROAD EMBLEMS reproduced in oil enamel colors on weatherproof Masonite in authentic original colors, 12 inches high to scale; $10 each, postpaid. Inquiries welcomed.—M. J. McKenzie, 1014 S. Massachusetts, Sedalia, Mo. 65301.

JOIN THE HAPPY collectors with your own railroad museum in an album displaying hundreds of old and increasingly valuable railroad playing cards. Many albums built up for pennies are now worth hundreds. List free for 10¢ stamp.—Margaret Meyer, 67 Hall St., Akron, Ohio 44303.

FOR SALE: Color prints, 13x20″, from original painting of Daylight type steam engine Southern Pacific 4400 class 4-8-4. She pulled Daylight trains on West Coast, 1940-'50. Black-orange-red-silver used on Freedom Trains, $6 postpaid. Supply limited.—Ables, P.O. Box 442, San Luis Obispo, Calif. 93406.

WANTED: STOCK CERTIFICATES; any quantity.—Ken Prag, Box 431R, Hawthorne, Calif. 90250.

CHARLES CONNIFF, P. O. Box 9686, Jackson, Miss. 39206, sells slides, pix, and negs. from many roads. Prices of lists are: Class 1 roads, $1; short lines, 50¢; industrials, 50¢; switching terminals, 50¢; maintenance-of-way, stations, cabooses, 50¢; passenger equipment pre-Amtrak and Amtrak, 50¢. Send large SSE.

RAILROAD STOCK CERTIFICATES. Catalog plus beautiful certificate $2.—Ken Prag, Box 431R, Hawthorne, Calif. 90250.

CATALOG of 1,000 electric railway photos for 16¢ stamp, includes ITC, IRR, BCE, WCF&N, Potomac Edison, B&A, W&OD, CR&IC, LVT, 41 others.—Seth Steventon, Kennan, Wisc. 54537.

I WANT ANY SIZE steam negs. or prints of Midland Continental. Also any size sharp, well-lighted negs. of NP Y5, Z, Z1 classes.—W. Adams, 2508 N. Calispel, Spokane, Wash. 99205.

G. R. DRIGGERS, 336 Raleigh Street, Hamlet, N. C. 28345, offers 30¢ each for size 116 SAL and Southern steam locomotive prints. Also $5 each for 25-30 lb., 30-ft. rail.

FOR SALE: business located inside 1901 PRR passenger depot. Lots of potential for right people. Reply to Robert Miller, 2 E. High St., Union City, Pa. 16438.

NARRATIVE SONG POEM, "Steamer Freight," 133 lines set to an old rousing, familiar tune. Author rode the rods in the thirties. It will take you back. Fine gift for friends or shut-ins. In booklet form, tune given, no music. SSE. Money order preferred. Personal checks held till cleared. $3 each.—A. Hansen, Box 102, Delhi, Ont., Canada.

BRAKEMEN'S LANTERNS, SWITCH-STAND, caboose markers. Send #10 SSE—W. H. Eaton, 373 Dorothy Ave., Ventura, Calif. 93003. (Phone 805-642-6361.)

FOR SALE: steam and diesel pix, many roads, on approval. Send two 10¢ stamps—Max Miller, Railroad Photos, Box 365, College Corner, Ohio 45003.

ROLL SIGNS, HEADLIGHTS, and other parts from old Illinois Central (Chicago) commuter cars for sale. SSE for list. Also for sale 8x10 portrait photographs of Birmingham streetcars. 75¢ each; 5 different, $3.50; 10 different, $6.50.—Al Hudson, 617 Sundale Dr., Birmingham, Ala. 35235.

FOR SALE: Railroad Magazine from 1946 on, plus Official Guides, Trains, Railroad Employee and Journal, and others starting from 1936. Send SSE for complete list.—Mrs. L. E. James, 1518-15th Ave., Columbus, Ga. 31901.

SYSTEM TIMETABLES of all major railroads, 1949 to Amtrak. Like mint, $2-$3 each. SSE for list—John Gwinn, Box 9502, Austin, Texas 78766.

FOR SALE: pix of stations, depots, cabooses, and coaches, on approval. Send two 10¢ stamps—Max Miller, Railroad Photos, Box 365, College Corner, Ohio 45003.

FOR SALE: original Kodak slides and negatives of short line, industrial, mainline locos. Over 2000 subjects. 30¢ in stamps for slide list; 50¢ for negative list.—David Hamley, 121 LaCrosse, Pittsburgh, Pa. 15218.

WANTED for private collection: conductor's lantern, brass or nickel. Give yours a good home with a collector who wants one badly.—Dennis Garrett, 5 Dennis St., Topeka, Kansas.

CREDIT VALLEY RAILWAY: "Steam in Ontario," 12″ L. P. stereo, $6.95; "Steam is clean" bumper stickers, 50¢; C.V.R. buttons (smoke coal, engines Nos. 136 and 1057), 3 for $1; CVR/ORA vinyl decals, $1.25; "Credit Valley Railway: the Third Giant" books, $3.95; engine Nos. 1057 and 136 ceramic wall plaques, $2.50; Credit Valley Railway oldtime wall posters, $1.25; #1057 engine decals, $1.50.—Sales Dept., Ontario Rail Association, Inc., P. O. Box 64, Brampton, Ont., Canada, L6V 2K7.

VINCENT DE SANTIS, 6 Dayton-Gudn. St., Franklin, N. J. 07416, selling entire passenger equipment collection, mostly all original slides and negatives.

FOR SALE: photos of both William McKinley's and Roosevelt's private cars, $1 each—Charlie Campbell, 1296 Oaklawn Ave., N.E., Atlanta, Ga. 30319.

RAILROAD WAYBILLS, letters, and related paper items, dated 1912-1917, mostly Soo Line. Six different items $2 postpaid.—Ron Cady, Rte. 5 Box 77-F, Cheboygan, Mich. 49721.

CANADIAN SLIDES for sale: some U. S. and Mexican; Kodak originals, list 50¢.—Ken Annett, 575 University West #402, Windsor, Ont., Canada.

MAIL YOUR ITEMS for sale list to collectors: 200 names and addresses, $5—Willems, 8820 Carolyn, Hanford, Calif. 93230.

RAILROAD MAGAZINE, prime condition, complete 1930-'54, $395 or best offer; Key System porcelain sign $75; 1890 timetables; list 20¢—W.E. Martin, 432 Avon St., Oakland, Calif. 94618.

FLORIDA EAST COAST, Boston elevated, and San Francisco municipal uniform buttons, 70¢ each. Oahu Railway and Pennsylvania, 80¢ each.—J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

Pam Rose, age 24, Amtrak ticket clerk at the Sanford, Fla., station, affixes claim check to baggage prior to arrival of northbound *Silver Star*. Hubby works for Amtrak.

Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515

"94 YEARS OF ROCHESTER RAILWAYS, 1862-1956": two volumes, 1120 pictures, 7 maps. "Railroad to Batavia," 1837, horse-cars, trackless trolleys, subway, 136 photos. Volume one ready October 1, 260 pages, $7.50. "See Elmira, Corning & Waverly," car 107 at Riverton carbarn near Rochester, book, 8½x11, 3 photos, plans, 172 pictures. "Glen Route, Waverly, Sayre & Athens," $4.95—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

FOR SALE to highest bidder: 1963, '64, '65 Railroad Magazines; 1960-'69 Trains.—H.G. Nelson, Lot 99, 10399 67th Ave., Seminole, Fla. 33542.

WANTED: TRANSFER PADS (old and/or current issue). Will buy outright or trade from my collection.—M.J. Jones, P.O. Box 81342, San Diego, Calif. 92138.

"WILKES-BARRE RAILWAYS," 6x9" soft cover, 72-page history; over 90 photographs, foldout maps, $5 plus 30¢ handling.—Ben Rohrbeck, 1003 N. Chester Rd., Westchester, Pa. 19380.

NEW YORK CENTRAL 1976 calendar, a different photo for each month, historical dates noted, $2.50 each. (Ohio residents, please include sales tax.—New York Central System Historical Society, Inc., Box 10027, Cleveland, Ohio 44110.

HARE'S "HISTORY of the Reading Railroad" for railfans, historians. 47 rare articles, dated 1909-14. Includes the main line, East Penn, Junction, Lebanon Valley, Chester Valley, Perkiomen, Swatara, Schuylkill Canal, over 25 others. 500 copies, limited edition, free brochure. $15.50 postpaid, insured.—Richard Mansley, 7722 Loretto Ave., Philadelphia, Pa. 19111.

SALE: RAILROAD MAGAZINES, 1929 to date. Complete sets of many other magazines; over 400 items, domestic and overseas; negatives, timetables, cameras, etc. SSE for list—Advertiser, Box 566, Soquel, Calif. 95073.

SLIDES FOR TRADE. Charles Reed, 5533 Long Beach Bl. #91, Long Beach, Calif. 90805, has a limited quantity of original slides. Inquiries get list promptly returned.

GULF, MOBILE & OHIO, Kansas City Southern duplicate slides and photos for sale: steam, diesels, and more. SSE for information.—Tom Marsh, 9238 Neff, Houston, Texas 77036.

SEND LARGE SSE for mail auction bid list of locks, keys, timetables, rule books, lanterns, globes, and other railroad items.—Dave Hull, 3915 Mountview Rd., Upper Arlington, Ohio 43221.

BRASS LANTERN, British Railways, 10¼x4¾", Premier Lamp Engineering Co., Leeds, England, reg. No. 8-8136, formerly 686127, $50 postpaid.—Judith Shustin, 69 Schoolhouse Rd., Randolph, N.J. 07801.

RAILROAD COLLECTABLES: lanterns and paperwork, new 1976 list. Price list for 50¢, refundable with $5 minimum order.—Connecticut Valley Railroad Museum, Inc., P.O. Box 786, Orange, Conn. 06477.

ALL NEW FOR 1976. Nickel Plate Society calendar, fourteen 8x10 photos of NKP and predecessors, $2.50 postpaid.—NKPHTS, Box 6212, Ft. Wayne, Ind. 46806.

FOR SALE: Choice items from my collection; keys, locks, lanterns. Send SSE for list. Also buying keys, locks, and lanterns from any railroad.—Robert Marton, 134 Botany St., Garfield, N.J. 07026.

GLASS AND CERAMIC INSULATORS for sale cheap. State your wants or ask for list. SSE—O.W. Brooks, R.D. 1, Box 46, Emporium, Pennsy. 15834.

TROLLEY CAR-NIVAL CALENDAR: Twelve nostalgic 8½x11" scenes from N.Y., N.J., and Conn., quality gift, $2.50 at dealers or postpaid direct. (Pa. residents $2.65)—E.N. Doyle, 24 Circle Dr., Norristown, Pa. 19401.

STILL CAN HANDLE slide or photo orders; but, after 22 years, business is for sale in entirety, or will break up. Complete catalog of 325 sheets of railroads, trolleys, ferries, autos, etc., $15. Price and inventory specific group or company, $5. Small order (specify road), $1.—35-Slides Co., Box 6098, Dept. RR, Colorado Springs, Colo. 80934.

TRANSPORTATION PHOTOS, thousands: rail, trackless trolley, bus; U.S., Canada; list 75¢. Free supplements (4th supplement out soon).—Harry Bennett, 1804 N. Mount St., Baltimore, Md. 21217.

RAILWAY BOOKS: "Railroads of New Jersey," $2.50; "Grand Central Station and Its Predecessors," $3. Send for complete list.—J-B Publishing Company 430R, Ivy Ave., Crete, Neb. 68333.

CLEVELAND TROLLEYS AND INTERURBANS now covered in two books by Harry Christiansen: 325,000 words, 975 pictures, maps, 364 pages. Horse-cars, cable cars, electrics, rapids, interurbans, trackless trolleys, and even buses. In two books, Vol. 2 to 1910, $11.50; Vol. 3, 1910 to present, $12.95; both, $24.45. Never before such a complete rail effort. While they last. Great for Christmas giving.—Trolley Lore, 11800 Edgewater Dr., Suite 902, Lakewood, Ohio 44107.

FOR SALE: large brass bell, with frame, off steam engine. Can be used manually or by air.—Romeo J. Lavigne, 466 Norway St., Berlin, N.H. 03570.

SALE: RAILROAD BOOKS, 20 percent off; "Erie Lackawanna Story," $24; "Eastern Steam Pictorial," $22.50; "B&O Power," $12.50. Postage 50¢ each.—SSE for list. E. Berle, Box 212, Southampton, Pa. 18966.

MAIL AUCTION: send 10¢ stamp for 680-item list of railroad, transit, and related printed matter, hard and paperback, pamphlets, official guides, magazines. Closing date 12/15/75.—John Baxter, 201 Robin Rd., Waverly, Ohio 45690.

GEORGE BARKER, 940 Draper Ave., Schenectady, N.Y. 12306, buys original slides, negs. of Bicentennial locos, FT's, PA's (except D&H), original Freedom Train; roster or action.

GEORGE COCKLE & ASSOCIATES announce "Big Blow, Union Pacific's Super Turbine," a fabulous GETL pictorial essay; "Union Pacific Motive Power Study," complete diesel fleet coverage; "New England Diesels," great railroading by state; "Railroad Cars Illustrated," rolling equipment quarterly; "NYC Car Diagrams," quality reprint. Send big SSE for flyer and prepublication offers—5119 Hamilton, Omaha, Neb. 68132.

WANTED: PASSENGER TIMETABLE Pottsville Div., LV R.R., any year in the 1920's. A mimeographed copy will do.—Calvin Reppert, 802 Las Vegas Dr., Temple, Pa. 19560.

FOR SALE: "Historical Railroad Lanterns," $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

"TRESPASSING upon railway property is a misdemeanor . . . and punishable by a fine of not less than one dollar, nor more than five dollars," dated 1917. Original posters recently uncovered, 26 lines, red and black, 17"x24". Very interesting $5 postpaid—G. Helser, 24 Valley View Dr., Troy, N.Y. 12180.

ERIE RAILROADIANA WANTED: photos, and employee magazine. Also New York, Susquehanna & Western, including Wilkes-Barre & Eastern.—Wilson Jones, 105 Fairmount Ave., Hackensack, N.J. 07601.

RAILROADER JEWELRY: Tie tacs and cuff links, from date nails; authentic conversation pieces. You pick date. Send SSE.—Norjeanne Enterprises, 17201 Drexel, South Holland, Ill. 60473.

RAILROADIANA: NEW LARGE price list; something for almost every collector. I also trade. Send 50¢ to Mike Billet, P.O. Box 206, Red Lion, Pa. 17356. •

Coming Events

(No charge for listing in this section)

Oct. 18-19: Autumn open house on New Hope & Ivyland and Buckingham Valley Trolley, sponsored by New Hope Chapter, NRHS, features doubleheaded steam with ex-Cliffside 2-8-0, ex-CNR 4-6-0; doubleheaded diesel with ex-Copper Range Baldwins 100-101. New this year are rides on restored ex-Phila. Suburban Transp. trolley 26. On display, ex-PRR Baldwin 9069 and ex-NYC 9315. Unlimited day and night train rides. Weekend pass, $20. Sat. only, $15; Sun. $10.

Oct. 18: Marion to Erwin, round trip behind Clinchfield No. 1 special. Write Carl Loftin, Asheville Civitan Club, Box 7146, Asheville, N.C. 28807. Oct. 19, same trip, but sponsored by Marion Civitan Club. Query Geo. Morgan, Box 1068, Marion, N.C. 28752.

Oct. 19, 25: Fall Leaf Spectacular sponsored by Tennessee Valley RR. Museum behind their own ex-Southern 4501, Chattanooga to Crossville, Tenn., round trip. Contact TVRM, Box 5263, Chattanooga, Tenn. 37406.

Oct. 19: Steam to the Kiawartha's. Fall scenery excur. behind Credit Valley 4-6-0 No. 1057. Lv. Toronto for Havelock, Ont., over Credit Valley Ry.; open-window coaches, photo run-bys. Adults $19, kids $14. Details from Ontario Rail Assn., Box 64, Brampton, Ont., Canada L6V 2K7.

Oct. 25-26: Sierra-Yosemite Sojurn. Special bus from L.A. to board San Juan streamliner at Bakersfield for Riverbank, Calif. Trips on Sierra and Yosemite Mt.-Sugar Pine railways, dinner, overnight at Yosemite, back to L.A. by plane. On Nov. 14-23: Mexican land cruise aboard private train from Los Angeles, visit Copper Canyon, Mazatlan, Guadalajara, most meals in diner, sightseeing. Contact Pacific Railroad Society, P.O. Box 2274, Mission Viejo, Calif. 92675.

Oct. 25: Fall Foliage Special excur., 106 mile, Bennington to Rutland, Vt. And on Dec. 27: Steam-In-The-Snow all-day round trip through snowy northern New England, same itinerary. Query Steamtown Foundation, P.O. Box 71, Dept. BR, Bellows Falls, Vt. 05101.

Oct. 25: Clinchfield No. 1 on special train, Spartanburg to Erwin, round trip sponsored by Spartanburg Breakfast Optimist Club. Info from Blanton Insurers, Box 8036, Spartanburg, S.C. 29301. And on Oct. 26: same trip, but sponsored by North Brothers, Inc. Details from Mr. Marion Boyette, Box 1451, Spartanburg.

Oct. 25: Doubleheader behind ex-CP No. 972 and ex-FEC No. 148 on Lehigh Valley all open-window coach train, photo run-bys. Lv. Bethlehem, Pa., 9 a.m. for South Plainfield, N.J. Return about 6 p.m. Adults $24.95, kids under 12 $19.95. Contact Mainline Steam Foundation, Inc., P.O. Box 844, Cranford, N.J. 07016.

Oct. 27, 28, 29: National seminar and workshop on Hazard Information Systems, sponsored by Bureau of Explosives, Association of American Railroads, Ramada Inn, Rosslyn, across the Potomac from Washington, D.C.

Nov. 1-2: Div. 4, MCR, National Model RR Assn. Carnival of Model Railroading, flea market, operating layouts, displays, switching contest. Adults $1, kids 50¢, family maximum $2. Hospitality Motor Inn-South, I-77 and Rockside Rd., Independence (Cleveland), Ohio. Info from Jeffrey R. Brashares, 3803 Brendon Lane, North Olmstead, Ohio 44070.

Nov. 2: 6th annual Upstate Train Associates train show; Lionel, Ives, AF, Bing, scale, circus trains, interurbans on display, etc. Shaughnessey Hall, Schenectady, N.Y. Adults $1, kids 25¢. Info from H.J. Ferguson, BMCS, USN (Ret.), Paradise Point Rd., P.O. Box 194, Mayfield, N.Y. 12117.

Nov. 7-10: Assn. of Ry. Museum 1975 convention at Disneyland Hotel, Anaheim, Calif., hosted by Orange Empire Trolley Museum at nearby Perris. Ride Disneyland, Knotts Berry Farm rail trips; visit Rohr Industries rapid transit plant. Details from ARM, P.O. Box 92, Western Springs, Ill. 60558.

Nov. 15: Special one-day Sonora-Baja, Calif. 312-mile rail trip from Mexical, B. Cfa, to Puerto Penasco, Sonora, and return, sponsored by Pacific SW. Ry. Museum Assn. Charter buses from San Diego; reservations necessary. Write Eric Sanders, PSRMA, 7861 Normal Ave., La Mesa, Calif. 92041.

Nov. 22: Tidewater Scale Model Railroaders open house, 142 W. York St., Norfolk, Va., 1-5 p.m. Admission only by free ticket. SSE to C.N. Fuller, secretary, 1320 Va. Nat. Bank Bldg., Norfolk 23510, or in person from Norfolk hobby shop.

Nov. 28-Jan. 4: Christmas Festival. Weekdays 4-9 p.m.; weekends 2-9 p.m. Closed Christmas Day. Edaville R.R., South Carver, Mass.

Nov. 23: Wyoming Valley Model RR Club annual auction, 13 Spring St., Pittston. For further info send SSE to Joe Valenti, 135 E. Columbus Ave., Pittston, Pa. 18640.

Nov. 29-30: Santa Claus Train, reserved seats only, Wilmington & Western. Lv. Greenbank sta. 1 p.m. for Yorklyn Dela.

Dec. 6, 7, 13, 14, 20, 21: Santa Claus Special afternoon trips on Valley Railroad, Essex, Conn.

Dec. 6-7: Collector-Rama, trains, railroadiana, etc., table rentals, new Elks ballroom, Third and Mulberry, County Fairgrounds, Mansfield, Sat. 1 p.m.-7 p.m.; Sun., 9 a.m.-5 p.m. Query John Smith, 385 S. Main St., Mansfield, Ohio 44903.

Dec. 7: Suffolk County Model RR Engineers Meet. Buy, sell, trade models, other railroadiana; limited tables available; library for browsing; door prizes, refreshments. Adult registration at door $2, kids under 12 free. K. of C. Hall, 52 Hawthorne Ave., East Islip, N.Y. Write Ed Jablonsky, 25 Race Place, Oakdale, N.Y. 11769.

Dec. 7: Traction doubleheader sponsored by Metro. Phila. Ry. Assn. Morning trip on repainted Brill coach on Frankford Div. trackless trolley. Afternoon on PATCO high-speed line to Lindenwold, using possible SOAC equipment. Either trip $5. Combination ticket $8. Bob Gordon, 24-B1 Reese Ave., Newtown Square, Pa. 19073 (SSE)

Dec. 7, 14, 21: Santa Claus days aboard trolley. Gifts and hot cocoa for the kids. Branford Trolley Museum, East Haven, Conn.

Dec. 7, 14: Santa Claus days, free gifts for kids. Strasburg (Pa.) Rail Road.

Dec. 13-14: Christmas special. Monticello & Sangamon Valley Ry., Monticello, Il.

Dec. 20-21: Santa Claus special with Santa, Christmas carolers. New Hope & Ivyland R.R., New Hope, Pa. •

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Pen Pals Wanted

(No charge for listing in this section.)

Roger L. Robertson, 5945 Estes St., Arvada, Colo. 80004, will correspond with railfanettes, 18 to 35, interested in trains, rail photography.

Miss Susan Martinez (19), 43 P. Zamora St., Tacidban City, Philippines, third-year nursing student, Catholic, weighs 105 pounds, interested in sports, letter-writing.

Paul Wilkins (35), 121 Wycliffe Rd., Northampton, NN1 5JJ, England, will write to railfans of either sex, exchanging info. and rail photos.

Mlle. Agnes Yvroud (15), granddaughter of former French stationmaster, interested in reading, records, handicrafts, will correspond with railroad man's daughter.

Joe McMillan (22), 812 Marquette Ave., Chicago, Illinois 60617, interested in rapid transit, diesels, passenger trains, fantrips, model railroading, photography, wants to hear from girls anywhere in North America, regardless of race, creed, or color.

Miss Nellie Ong Ouana (28), 3 J.M. Basa, Tupas St., Cebu City, Philippines, sales representative, Catholic, weighs 95 pounds, bachelor of arts, interested in games and sports.

Mlle. Catherine Sautiere (16), 6 Rue Leon Careme, 93200 Saint Denis, France, daughter of French Railroad man, interested in swimming, fencing, and phonograph records, will correspond with railroad man's daughter. •

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